

- A. 1. head in V. Töhrk.
- B. 19.23 - 19.27  
541000. 48. 12 TO
- C. N. N. W. 7.5 ft. intervals. in thin slice 7.5 ft.
- D. Prints seen - both and
- E. A/H dist. not clear & small. 1/2 had  
left. T. 1/2
- F. MIL
- G. 4. P. 1/2
- H. MIL

E / A. Comb. - MIL



Sheet No.	Oprep. Ref. No.	Date	Squadron
Type of Aircraft	B. 24D.	Captain	1st Lt. G.B. Whitlock
Aircraft No.	12		1st Lt. J.O. Bedford
Aircraft Letter	K	Crew	1st Lt. D.S. Welfare
			S.Sgt. T.A. Smith
			S.Sgt. J. Lavender
			Cpl. P.S. Spaulding
			Sgt. W.S. Powell
Time Up	14:15		
Time Down	15:25		
Total Time	22:40	Aerodrome or L.O.	India

Type of Cloud	clear until Target area then	Map or Chart
Amount of Cloud	4/10 low broken cel.	Reference
Base of Cloud	Top 14,000 ft	
Visibility	Good but poor at Target	T. 11 (2)
General Weather	Good	

Task or Duty *h.v. Truck 5-4-1000 C. P. 12 TD*

Time	Height	Place	Narrative
4.50.	23000	T. Ind.	<p>Nothing seen on way out. 1st cloud no. 3 powder          made. Nothing seen from North N.W.          last 2000 ft. seen Jan 20. 1st cloud          partly obscured by cloud. Nothing was          seen on leading ship &amp; released before ship          was seen. Birds seen to burst along          dark area. No results observed.          Birds released in three 75 / 1. 1st cloud          1. S/E. E/A. at 13000 ft. no          action.          14/A. 1st cloud commenced to fire          noted this H/L. 1st cloud passed over Tangle          but heavy on later clouds.          Nothing seen on way home.          Photo Taken</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



A. hel m. 2 m. v. al. Total.

B. 19.30 - 19.51

C. 5.4.1000 GP 70 ft. m. h. l. Tran

D. N. m. observed

E. Slight A/A

F. NIL

G. 4. Phids

H. N. m. observed

---

NIL E/A Contat



THIS PAGE

H.Q. U.S. A.F. M.E.  
 U.S. Operations Lydda  
 H.Q. 205 Group R.A.F.

SORTIE REPORT  
 (Part A)

Form 441 A

Sheet No.	Oprep. Ref. No.	Date	Squadron
		Sept. 9/42	1 P.B.G.
Type of Aircraft	B.24D.	Captain	Major H.M. Wade
Aircraft No.	10	Crew	Lt. J.A. Anderson
Aircraft Letter	I		Lt. G.H. Jones
			Sgt. M.A. Stevens
			Sgt. J.D. Smith
			Sgt. J.H. Laurie
			Sgt. J.A. Gauthier
			Sgt. D.J. Bernheimer
Time Up	14:11	Aerodrome or L.G.	Lydda
Time Down			
Total Time	22.50		

Type of Cloud	Scattered to broken over coast	Map or Chart	
Amount of Cloud	5/10	Reference	
Base of Cloud	Top 1000 ft		
Visibility	Good		
General Weather	Good		

Task or Duty *MV Tobruk* *541000* *GP. 1270*

Time	Height	Place	Narrative
14.30	23000	Tobruk	Nothing observed on way out.
14.35			Reaching Tobruk approached from N.W.W. in line. Landing gear down. Dark in line. Ship seen North shore. E of L shaped fully. Dark and released 75 ft. interval. seen to hit. Dark over darks seen. but no results observed.
			Thin Al. lensing 2nd element.
			Al A. night. only 10 dark seen by the Al A. weather A over Target seen. low in direction of clouds all along coast.
			NO. E/A
			Too much shadow. Is make observation possible.
			4 photos taken.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

807/GHQP/1,300,000/4-42

P.T.O.



BA - NO small target seen on radar.  
Large vessel seen at 15-60 - heading SE.

BB - 19:34 L.T. Bombs dropped.

BC - This ship was No 3 in 1st element.  
Turn made from N to S at approx 1600  
heading. Bombs aimed at jetty at 17F.  
Load 5 x 1000 lb. British G.P. IV T.D.  
fuse. No hits observed.

BD - No results observed on ship dropped  
along this r/c. Waist gun observed smoke  
in area 14 to 19 - EF along coast. Smoke  
color - yellow.

BE - A/A was heavy & accurate for altitude  
but fired late. No results seen behind  
formation. 1 ME 110 observed at 19000  
four TORPEDO - NO ACTION TAKEN.

BF - No results.

BG - Approx. 6 photographs taken of harbor  
area with land held slightly above  
Course of A/E 160 - Speed 730 Ground  
Speed.

BH - No results.



H.Q. U.S. A.F. M.E.  
U.S. Operations Lydda  
H.Q. 206 Group R.A.F.

**SORTIE REPORT**  
(Part A)

Form 441 A

Sheet No.	Oprep. Ref. No.	Date <b>Sept. 9/42</b>	Squadron <b>1 P.B.G.</b>
Type of Aircraft <b>B. 24D.</b>		Captain <b>1st Lt. W. Clark</b>	
Aircraft No. <b>20</b>		Crew <b>1st Lt. J.B. Clayton</b>	
Aircraft Letter <b>S</b>		<b>Sgt. G.L. Knox</b>	
		<b>Sgt. J. Cook</b>	
		<b>Cpl. J. Nappi</b>	
		<b>Comiskey</b>	
Time Up <b>14:07</b>			
Time Down <b>22:45</b>			
Total Time <b>8 hrs - 38"</b>		Aerodrome or L.O. <b>Lydda</b>	

Type of Cloud **Stratus cumulus**  
Amount of Cloud **1/10 to 7/10**  
Base of Cloud **10,000**  
Visibility **Very Hazy - dust in air**  
General Weather **Good**

Map or Chart  
Reference

**T/1 (✓)**

Task or Duty

**M V**  
**SHIPPING - TOLBROK HARBOR**

Time	Height	Place	Narrative
1407		Lydda	Take-off
1934	23000	Tolbruk	Large vessel seen at SS-6V Reading SF from Shaker. (See REVERSE SIDE)
2215	4000		Ship observed off coast - gun and lights
2245		Lydda	Landed

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34.



BA - No visual target. Harbor crowded by  
low clouds. - 8/10

BB - 19:35 L.T. - Bombs away.

BC - Bombing run made in 3 - 3 ship  
elements - independent run by element -  
deflection & water bombing by 1st ship.  
1st ship bombing by 2nd ship. 12m under  
an approx. 160° heading - bombs aimed  
at shoreline. 5 x 1000 lb British G.P.  
1st T.D. fuse dropped in train at 80' interval.

BD - Bombs observed to strike in 5 definite  
hits - last bomb at base of #3 JETTY (III-T/I)  
This ship was NO. 1 in 3rd element.

BE - A/A heavy. Occasional attitude but  
behind formation. 1 ME DO over target - NO  
ACTION.

BF - No observations.

BG - A picture of harbor taken - 1 of A/A.  
Course 160° - speed approx. 70 MPH G/S.

BH - No remarks. The A/C feathered No. 4  
engine account oil pressure 150 miles  
from base.



THIS PAGE

U.S. U.S.A.F. H.E.  
U.S. Operations Lydda  
H. 205 Group R.A.F.

# SORTIE REPORT (Part A)

Form 441 A.

Sheet No.	Opreg. Ref. No.	Date Sept. 9/42	Squadron 1 P.B.G.
Type of Aircraft B. 24D.		Captain Capt. R.I. Paullin	
Aircraft No. 15		1st Lt. O.O. Peck	
Aircraft Letter L		Crew 1st Lt. T.A. Shumaker	
		Sgt. B. Sparks	
		Sgt. B. Wysong	
		Sgt. B. Luton	
		Sgt. T. Dehaven	
Time Up 14:12			
Time Down 17:00			
Total Time 8 48		Aerodrome or L.O. Lydda	

Type of Cloud STRATOCUMULUS	Map or Chart Reference
Amount of Cloud NIL TO 8/10	
Base of Cloud 5000'	
Visibility VERY HAZY - 5 MILES	
General Weather: Good	
Task or Duty <del>STRIKING</del> - TO BOMB HARBOR	

Time	Height	Place	Narrative
1412		LYDDA	Take-off
			Nothing unusual on way out.
1935	3000	TEL AVIV	No more targets seen - visibility poor over target - 8/10 at 3000 feet
			Nothing of interest in return trip. Saw flashing beacon at Beuloe.
1730		Lydda	Landed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

257, OHQP/1, 500, 000/4-43

P.T.O.



DA - ~~1000~~ large aircraft observed at 14:15  
 Stationary - to ~~be~~ ~~seen~~ ~~from~~ ~~ground~~

1513 19:35 L.T

BC: 3 - 3. Ship elements - elements made in directed  
 runs. The A/C was No 3 in 3rd element  
 Run made from N to S - in ship 180°  
 5 x 1000 British G.P. 21 VTD fire -  
 No bomb sight as electrical system not  
 out 30 minutes from target. Bombardier had  
 to select bombs in each ship in element.

BD - No results observed - in telephone system not.

BE - A/A - Medium aircraft - below & behind  
 formation. Observed being A/A at ship of  
 Lt. Mastly who made 2 runs. NO E/A seen.

BF - No comets.

BG - No photographs taken as aircraft gunners did  
 not know when target aircraft reached  
 due to in telephone system being out.

BH - No remarks.



H.Q. U.S. A.F. M.E.  
U.S. Operations Lydda SORTIE REPORT  
H.Q. 205 Group R.A.F. (Part A)

Form 441 A

Sheet No.	Opref. Ref. No.	Date	Squadron
		Sept. 9/42	1 P.B.G.
Type of Aircraft	B.24D.	Captain	2nd Lt. H.C. Appold
Aircraft No.	5	Crew	2nd Lt. C.H. Garry
Aircraft Letter	D		2nd Lt. D.C. Odell
			Sgt. R.T. Barnes
			Pvt. F. Yakimovicz
			Pvt. Christenson
			Pvt. R. Weipert
Time Up	14:17	Aerodrome or L.O.	Lydda
Time Down	13:10		
Total Time	8:53		

Type of Cloud	Scattered Cumulus	Map or Chart Reference
Amount of Cloud	1/10 to 8/10	
Base of Cloud	3000 to 8000 (DUTY - 11000)	
Visibility	ALTO - CUMULUS AT 11000	
General Weather	Good	
Task or Duty	M.V. <del>11000</del> - TORREX - 11000	

Time	Height	Place	Narrative
1417	-	Lydda	Take-off Nothing observed on way out
1435	12000	TORREX	Large vessel observed at H-15 (SEE REVERSE SIDE)
1510		Lydda	Nothing observed on return trip Landed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



BA 4 mo ton V. ~~NT~~ (T12)

BB 1933 to 1940

BC 2346 ft 5 x 1000 8R 12 TD in train  
" 75 ft. internally

BD See note 5

BE AA fairly heavy on ship behind  
Just short for altitude Range accurate

BF none

BG 10 photos taken

BH nil

— This shot # 2 in 3rd column

BI

BJ nil

BK saw 1 EA 1 M (not below)

BL None

BM

BN

BO



THIS PAGE ISSUED

H.Q. U.S.A.F. M.E.  
U.S. Operations Lydda  
H.Q. 205 Group R.A.F.

SORTIE REPORT  
(Part A)

Form 441 A

Sheet No.	Opér. Ref. No.	Date	Sept. 9/42	Squadron	1 P.B.G.
Type of Aircraft	B. 24D.	Captain	1st Lt. J.R. Wilcox		
Aircraft No.	21	Crew	1st Lt. R.G. Miller		
Aircraft Letter	R		1st Lt. H.W. Ebert		
			S. Sgt. R.D. Morgan		
			S. Sgt. H.L. Barineau		
			Cpl. A. Fillipi		s/s FS
			S. Sgt. F.B. Fisher		Moran
Time Up	14:09				
Time Down	23:05				
Total Time	8:55				
		Aerodrome or L.O.	Lydda		

Type of Cloud	scattered cumulus 11000 ft	Map or Chart	T/1(2)
Amount of Cloud	to 1000 ft, bit higher	Reference	
Base of Cloud	7110 cumulus 5000 to 6000 ft		
Visibility	poor - haze & dust		
General Weather	good.		

Task or Duty *21 ✓ To break Harbor ~~station~~ 5 x 100 G.P. 72 TD*

Time	Height	Place	Narrative
1425	2300		Lighted Target
1433	"		made run southeasterly direction 7.50°. Took for target ship at 17.4 to 17.5 to 17.6 Kessel. Bomb observed bursting at 16.4 on stern of ship by W.B. Smoke which observed for some distance. Saw lots of grey smoke & bursts along path from 12.4 to 17.4 D.E. Lots of dust observed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

257/CHQP/1,500,000/4-42

P.T.O.



BA See Note 5

BB 1930 - 1945

BC 2300 feet 5X1000 ft 12TD Salvord  
because in 1st run no release  
on second run would not release

BD See Note 5

BE 1st run light air - 2nd run  
very heavy barrage accurate  
for height. Shaken hard & broke  
One mine close

BF nil

BG 3 photos taken

BH

This AC # 2 2nd release

BI

BJ

BK saw one a/c about 2000 feet below

BL

BM

BN

BO

nil



Sheet No:	Oprep. Ref. No.	Date	Squadron
		Sept. 9/42	1 P.B.G.
Type of Aircraft	B. 24D.	Captain	Capt. H. Toomey
Aircraft No.	16	1st Lt.	1st Lt. Woltman
Aircraft Letter	M	Crew	1st Lt. O'Neara
			Sgt. Jenkins
			Sgt. Montgomery
			Sgt. Block
			Sgt. Street
			Sgt. Hunday
Time Up	14:20		
Time Down	23:10		
Total Time	8:50	Aerodrome or L.O.	Lydda

Type of Cloud	4/10 Cumulus	Map or Chart	
Amount of Cloud	over target	Reference	
Base of Cloud	2,403 feet		
Visibility	Good - some haze		
General Weather	W. weather		

Task or Duty	TO 8 P.M. 5:15, 6:00 G.P. 12 TD
--------------	---------------------------------

Time	Height	Place	Narrative
1930	23000		Sighted target made abn run with course of 155° then made run 190° on large vessel about 7 to 8 mi. long. On return saw burst on docks + petrol at 14D + also saw wreck but dead center, no results of own bomb observed

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



B A 1005

B B 1130 5 1945

B C Dropped 5 1000 ft and D in one  
strike 75 ft intervalB D Saw our entire element bomb hit  
(at ship in helmet) on shore on  
fetty at 13 E observed many bursts  
of white smoke followed by  
yellow smoke. Observed bombs  
hit at 13 E. Bomb also observed  
along shore from 19 E to 27 E.B E No A A on our side after four saw  
extremely heavy barrage up to 2300  
barrage firing. Observed one planeB F from 3 E element another 2nd run  
of got very heavy A A =

B F nil

B G 2 pictures - doubtful due to clouds

B H nil

B H no attack by pursuit

B J nil

B K Saw one Me 109 at app 1300 ft  
flying into sun and away from the

B L target - no attack

B M

B N nil

B O







1140

Recd by [illegible] 0040  
Recd by [illegible] 0145



U.S. Navy Form 8000-1  
(Naval)

## MESSAGE FORM

**Officer Six**

<i>Cult.</i>	IN	[REDACTED]	No. Vol. Group <b>GR</b>	Office
<i>and</i>		[REDACTED]		
<i>Preface</i>	THU	[REDACTED]		

10

AFSAF Report May 1944

just  
best

7月20日

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[illegible]



10th September 1942

To: Commanding General, U.S.M.A.F.

1. Enclosed are Herle Reports of Mission No. 45 of the First Provisional Bombardment Group - attack on Tobruk Harbor, 9th September 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed at 0030 hours L.T.T. 9th September 1942.

REPORT

TO: Commanding General, U.S.M.A.F.

FROM: 1st Prov. Group 461 9/9 MOST SECRET

Nine B-24Ds bombed large vessel Tobruk Harbor. Target seen but not hit. Bombs observed on piers and dock area. Clouds and haze obscured target. Location 13.1 N 21.1 E. Time 19:30 L.T.T. Bomb load 45000. Operation hours 76 hours thirty five minutes. Altitude twenty three thousand. One S/A. No action. Anti-aircraft heavy.

Paul R. Zuckerman  
Major A.A.F.  
Group B-48

Time of origin 0030  
Received by Cypher 0040  
Received by Radio 0115  
Received by Cairo 0131



REAR BASE, 1ST PROVINCIAL AIR GROUP  
U.S. ARMY AIR FORCE, PHILIPPINES  
1st Air Division

17 September 1942

ANNEX NO. 1  
OPERATIONS ORDER  
NUMBER 17A

1. Following in the B-17s will fly from rear base:

L/O NO	PILOT	TAKEOFF TIME
1	Captain Holst	1155
6	Lieut. Murphy	1157
8	Lieut. Price	1200
2	Captain Rogers	1202
7	Major Fennell	1204

By order of Lt. Colonel McGuffey:

PAUL F. DAVIS  
Major, AAF  
Operations Officer  
Rear Base

OFFICIALS:

PAUL F. DAVIS  
Major, AAF  
Operations Officer  
Rear Base

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Chy. 100  
100  
100

WMB-2 27A

1. "DOCK" AND "NETTY" - both listed in "DOCK" (1942) Box - still being used by Carromany.

2. Five B-17s airplanes in the South American, all under and destroy these installations as they come up.

U RUTB 007: DABE - 24°03'N 31°00'W

DATE: 1960-11-10

From: [REDACTED]  
To: [REDACTED]  
Subject: [REDACTED]

[illegible]

4. The 261 L.S. Mill B. with 10 L.S. Mill C. and 10 L.S. Mill D.

[illegible]

b. Major Russell will be in contact with the

By order of Lt. Colonel S. J. ...

WALTER A. DAVIS,  
 Major, and  
 Operations Officer,  
 Fort Bliss, N. M.

WITNESS

WILLIAM B. DAVIS,  
S. J. R. A. P.,  
C. O. R. A. P.,  
S. J. R. A. P.

UDC 62-501.62.01

- 1 HQ M. B. P.  
1 lat. v. n. B. and C. Adv.  
1 Overabundance Pile



- THE**



1. **THE STATE OF TEXAS,**  
 2. **COUNTY OF DALLAS,**  
 3. **ss: I, \_\_\_\_\_,**  
 4. **Notary Public in and for the State of Texas,**  
 5. **do hereby certify that the foregoing is a true and correct copy of the**  
 6. **original of the same as the same appears from the records of my office.**  
 7. **Witness my hand and the seal of my office this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.**  
 8. **Notary Public in and for the State of Texas.**  
 9. **My commission expires this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.**



1980 (hand) from on 10/11/80

at 20 I made report from a  
 saw panel dropped by Washington

at app 15 D saw Release 2 x 500  
 I saw 2 bays to see other results

at Present

B = 2320 to 2000

B.C. Note 5

B.D. after first run saw back at

Key 4 / 11/11/80. Saw 9 in frame  
 at 45 D D

B.E. Note 3

B.F. note

B.G. note

B.H. saw hospital ship 3 minutes of Patient  
 coast reported up

No C/A



THIS PAGE

1218  
 U.S. O. V. P. A. F. A. S.  
 U.S. O. V. P. A. F. A. S.  
 U.S. O. V. P. A. F. A. S.

REPORT  
 (U.S. O. V. P. A. F. A. S.)

Sheet No. 1 Date: 12/18/42 Squadron: 1st B. G.

Type of Aircraft: B. 17E

Aircraft No. 7

Aircraft Letter: J

Time Up: 11:30

Time Down: 3:25

Total Time: 15:11

Type of Cloud: H

Amount of Cloud: 5/10

Base of Cloud: 6000

Visibility: Fair

General Weather: Good

Task or Duty: T-8 R. H. K.

Time	Height	Place	Narrative
123			Saw heavy ant. fl. in front of plane.
320	4300		Light ant. fl. in front of plane.
			Made run on bearing of 200 on 3/4 of a a dropped 3/4 500 9/5 12.7 D. Saw bomb burst & large explosion in area approximately 32 F. to 39 F. A/a was low aiming for Wellington.
240			Made 2nd run on same bearing & saw fl. in front of plane.
			150 ft. ant. fl. in front of plane.
			In same area no results observed.

1131



BA - Target

A/B = S/L

found on [unclear]

BB - 2345 to 2346

BC - N. [unclear] = [unclear] run N to S

(6 links [unclear]) - N. run S to N

(6 links [unclear]) - X 500 Part of G.P.

N. T.D. fine. [unclear] to [unclear] [unclear]

BD - N. [unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]

BE - A/A = [unclear] - wing [unclear]

S/L = 688 - IV - found a U

Ships [unclear] 22 Nov 37, E &amp; G

No E/A

BF - No cassette

BG - No photograph

BH - Observed [unclear]

[unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]

[unclear] [unclear] [unclear] [unclear]







Ba - Tibia

Bs - V3V5

Bc - Single slip  $\frac{1}{2}$  = 4200 = 8limbs dropped  $\frac{1}{2}$  D. EP. Portals IV.D. fine Bone. Fine mark  
fully dropped  $\frac{1}{2}$  = 4200 = 8Bd - Made 3 bones in line. Selected in  
last run. Bones observed. Struck in  
area 31. H2 =  $\frac{1}{2}$  (1/2) a line  
IV. So 2 places in ground - same  
as though small arrow set off.Be - A/A =  $\frac{1}{2}$  (1/2) a line  
in area 31. H2 =  $\frac{1}{2}$  (1/2) a lineBf -  $\frac{1}{2}$  (1/2) a line  
general area - A/A

No E/A observed.

Bg - No Correlation

Bh - No phalanges

Bi - Observed  $\frac{1}{2}$  (1/2) a line  
between 5 & 2000. Tibia nearly good -  
are fine observed to line for 2 bones.



U.S. Operations, 1918-1945  
H.Q. 2050-100 H.A.P.

SORTIE REPORT

RAE Form 100

Sheet No. *1* Date *April 15/48* Location *P.D.O.*  
 Type of Aircraft *B-17E* *C-47* *1st Lt. G.H. Price*  
 Aircraft No. *8* *Crew* *2nd Lt. W.T. Sullivan*  
 Aircraft Letter *S* *2nd Lt. J.J. Givobade*  
 Time Up *12:00* *10:45-10:4* *1st Lt. J.H. Williamson*  
 Time Down *0300* *10:45-10:4* *2nd Lt. J.H. Williamson*  
 Total Time *15:15* *10:45-10:4* *10:45-10:4*  
 Aerodrome or E.O. *10:45-10:4*

Type of Cloud *Strato-cumulus*  
 Amount of Cloud *3/10 over Target*  
 Base of Cloud *4000*  
 Visibility *None*  
 General Weather *Cloud*

Map or Chart

Reference

Task or Duty *70 P.B.K.*

Time	Height	Remarks	Narrative
<i>12:15</i>	<i>14000</i>	<i>T.O.</i>	
<i>13:25</i>	<i>14000</i>	<i>Target observed by light of</i>	
<i>0300</i>	<i>14000</i>	<i>flame</i>	



B.A Target profile -  *1000*

B.B 23 15 23 5

B.C note 5

B.D "

B.E C/A at first 1000 hit on 1st

run heavy & air water ~~heavy~~

~~run~~ about 15 to 100 feet below

us. Also saw tracer up to ship.

1300 feet

B.F mil

B.G "

B.H Saw 2 powerful S/A in Delta

area near 1st to sea



Sheet No.

Type of Aircraft

Aircraft No.

Aircraft Letter

Time Up

Time Down

Total Time

Type of Cloud

Amount of Cloud

Base of Cloud

Visibility

General Weather

Task or Duty

Time

Height

Place

Narrative

1430

2500

2000

1448

2500

1445

2500

1715

2350

1901

2500

2312

2500

2350

2500

PART 2 (see reverse) to be completed according to instructions on back of form.

OPTIONAL FORM NO. 1

1500



L - Total  
 D - 1000  
 C - 1000  
 D - 1000  
 E - 1000  
 F - 1000  
 G - 1000  
 H - 1000  
 K - 1000







THIS PAGE IS UNCLASSIFIED

[illegible]



MISSION

14 September, 1942

To; Commanding General, Headquarters, U.S.M.E.A.F.

1. Enclosed are Sortie Reports of Mission No.47 of the 1st Provisional Bombardment Group - attack on Tobruk, Sept. 13, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0631 hours L.T., Sept. 14, 1942.

C O P Y

To: Commanding General, U.S.M.E.A.F.

From: 1st Prov. Bomb Group 520 14/42 MOST SECRET

5 B.17E. bombed docks and jetties Tobruk 2305 to 0005 L.T. altitude 23000- One large explosion Key 6 Map T/1. One explosion followed by fire at 25 D. T/1(2). Two small fires observed in town area. Many bursts and flares observed. A/A heavy - accurate. No E/A. Operation hours 34 hours 35 minutes. Bomb load 35000.

TIME 0630-  
RECD BY CYPHER 0645-  
SIGNATURE 0718  
RECD BY SIGNATURE 0731  
RECD BY CHIEF 0854

Paul S. Zuckerman  
Major A.A.F.  
Group S-2



OFFICIAL:

PAUL F. DAVIS  
Major, AVF,  
Operations Officer,  
Near Base.  
DISTRIBUTION:  
1. HQ USMCV  
1. 9th. Bomb Sq. Adv. Base, Fayid, Egypt.  
1. Operations File.

PAUL F. DAVIS  
Major, USA  
Operations Officer,  
Kent Base.

By order of Lt. Colonel ROBERT H. HARRIS:

5. a. It will be on during the entire mission except when over target. Plans will identify themselves when crossing the 28th. Herdman and when 100 miles off the coast of Palestine coming Eastward.
- b. Major Sanders will be in command and lead the first element.
- c. Major Koberger will be in command and lead the second element.
- d. Captain Long will be in command and lead the third element.

4. The fuel load will be full wing tanks and one full bomb bay tank.

3. x. The bomb load will be nine British 500 lb. G.P. 12  
 full duty. Bombs will be dropped in four runs. Two  
 bombs will be dropped in each of the first three runs. The  
 first element will start bombing at 2100 hours, from  
 20,000 ft. and will leave the target at 2230 hours. The  
 second element will start bombing at 2200 hours, from  
 21,000 ft. and will leave the target at 2330 hours. The  
 third element will start bombing at 2300 hours, from  
 21,500 ft. and will leave the target at 2359 hours.

TAKE OFF: Take off will be individually, by element. The first element will take off at 1500 hours. The second element will take off at 1600 hours. The third element will take off at 1700 hours.

ROUTE OUT: BAHN - ISRAELIA - 29° 30' N - 29° 00' E - EARTHEN.  
ROUTE BACK: Direct to BAHN, NOT making landfall at GAZI.

2. Line B-241 airplanes from the 801 Squadron will attack and destroy these facilities. Special attention will be given to Paragraph 5 X.

1. The harbor and shipping facilities in BANGKOK HARBOR are still being used by the enemy.

REPORT: JUNE 1968  
STATION: 000,000

11-11-67

**OPERATIONAL CONTROL**



REAR BASE, 9TH PROVISIONAL BOMB. GROUP  
U.S. ARMY AIR FORCE, MIDDLE EAST  
Lydda, Palestine

13 September 1942

ANNEX NO ..... 1 )  
OPERATIONS ORDER )  
NUMBER ..... 13 )

1. Following is the take-off time of B-24D airplanes from rear base:

<u>A/C No.</u>	<u>PILOT</u>	<u>TIME OF TAKE OFF</u>
	<u>1st. Element</u>	
22	Major Sanders	1459 hours
20	Lieut. Appold	1500 hours
5	Lieut. Walsh	1501 hours
	<u>2nd. Element</u>	
15	Major Kalberer	1601 hours
17	Lieut. Brown	1602 hours
16	Capt. Sibert	1604 hours
	<u>3rd. Element</u>	
12	Capt. Long	1704 hours
21	Lieut. Crouchley	1705 hours
10	Lieut Whitlock	1707 hours

2. B-24D No. 5, Piloted by Lt. Walsh was forced down on return trip without damage or casualties at an emergency landing ground.

By order of Lt. Colonel McGUIRE:

PAUL F. DAVIS  
Major, AAF,  
Operations Officer,  
Rear Base.

OFFICIAL:

PAUL F. DAVIS  
Major, AAF,  
Operations Officer,  
Rear Base.

DISTRIBUTION:

1 HQ USMTEAG, Cairo, Egypt.  
1 9th. Bomb Sq. Adv. Base, Fayid, Egypt.  
1 Operations File.



THIS MESSAGE IS UNCLASSIFIED

COPT

SECRET MESSAGE

TO 1st. Prov Group

FROM AFSAF

AF 12

13 Sept.

MOST SECRET

Serial No. 61

Maximum effort will be made to service aircraft participating in mission night 13/14 Sept immediately upon landing it is possible that airplanes and crews will be ordered to participate in repeat mission night 14/15 Sept.

Your signal office is to remain open 24 hours per day for the purpose of receiving last minute message.

IMMEDIATE

ZOO 1149/13

ZOR 1345/13



ADVANCED  
U.S. ARMY MEDICAL AIR FORCE

TOP SECRET

1. Form B for 1st Provisional Bomb. Gp. (H) (Hal Sqd.)
2. Night 13th/14th September 1942
3. Benghazi is still being used as an entrance port for supplies of all kinds, although to a lesser degree than Tobruk.
4. A strong effort will be made to destr. shipping and port facilities.
5. AIRCRAFT TYPES AND NUMBERS: Nine (3) B-24's of the 1st Pro. Bomb. Gp. and nine (3) Liberators of 159 Sqd.
6. ALTERNATIVE TARGET: None.  
ATTACK WILL BE MADE TO THE BEST ADVANTAGE OF ALL CIRCUMSTANCES CONCERNED EXACTLY AT THE TIME STATED AND IN SPITE OF ALL AND ALL OF THE CONDITIONS ENCOUNTERED.  
(INCLUDING ALL WEATHER CONDITIONS.)
7. BOMB LOAD: Nine (3) Five hundred pound (500 lb.) G.P. .12 tail delay.
8. TIME OFF: At discretion of C.O., 1st Pro. Bomb. Sqd. (H) (Route and distance calculation sheet attached).
9. ROUTE: From base to monument corridor Ismailia—to Pt. A 29-30N, 29E. From Pt. A direct to target. Return target to Pt. B 35N, 21-40E—Pt. B direct to base. I.P.F. OFF AND ON AT 28th MERIDIAN EAST. IDENTIFY 38 EAST AND AGAIN 100 MILES FROM PALESTINE COAST. GREAT CARE BEING TAKEN TO REMAIN 30 MILES NORTH OF DELTA.
10. TIME OVER TARGET: 1st wave of three(3) aircraft from each organization (1st Pro. and 159) 21:00 to 22:30 hours. Second wave (three aircraft from each) 22:00 to 23:30 hours. Third wave (three from each) 23:00 to 23:59 hours. ALL TIMES LOCAL. (1st wave over target 01:30 hours) (second wave over target 01:30 hours) (third wave over target 00:59 hours).
11. METHOD OF ATTACK: High altitude bombing. (75 foot intervals). Four sticks consisting of two bombs for the first three sticks and three bombs for the last. Maximum height possible is to be maintained, consistent with operational safety and accuracy of bombing. PHOTOGRAPHS WILL NOT BE REQUIRED.
12. SIGNALS INSTRUCTIONS: Standard.
13. ADDITIONAL INSTRUCTIONS: Operations officer is responsible for passing E.T.D's and routing of aircraft to the appropriate fighter wing (283) and (250).

A.P. KALBEHR  
Major, A.A.F.



Nothing seen.

V1:20 at V0 500 - Bephygi - 5 Pms made -  
 birds failed to release and birds  
 released in 5th am. No boat  
 launch observed. Left target at  
 V2 30.

A/A - Mostly below. - inaccurate:  
 5 or 6 gun positions observed -  
 no definite number of gun crews -  
 estimated.

S/L - About 10 observed: inaccurate.  
 Beans observed in drink -  
 occasionally forming a cloud.  
 None A/A.

NO CASUALTIES - in photographs.

Tobacco observed in return -  
 heavy fire in land during shooting  
 from the sea. A/A & fish observed.  
 This A/C was apparently a gun  
 which landed at L.G. 237.



Case No.	Complaint	Date of Report	Report made by
Type of Aircraft		Captain	
Aircraft No.		Crew	
Aircraft Letter			
Time Up			
Time Down			
Time of Day			
Type of Cloud			
Amount of Cloud			
Base of Cloud			
Visibility			
General Weather			
Task or Duty			

Time	Altitude	Remarks
<p><b>THIS AIRCRAFT LANDED</b></p> <p><b>AT 10:40.</b></p> <p><b>NO KNOWLEDGE OF BOMBING</b></p> <p><b>RECORDS OR PAYING TIME</b></p> <p><b>RECORDS OF THE REPAIRMEN</b></p> <p><b>AT THE TIME</b></p>		

STATE DEPARTMENT, WASHINGTON, D.C. 20540







Sheet No.

Comptrol No.

Date

Speed of Wind

Type of Aircraft

Aircraft No.

Aircraft Letter

Time Up

Time Down

Total Time

Type of Cloud

Amount of Cloud

Base of Cloud

Visibility

General Weather

Task or Duty

Time

Height

Area

Remarks

1450

1455

1500

1505

1510

1515

1520

1525

1530

1535

1540

1545

1550

1555

1600

1605

1610

1615

1620

1625

1630

1635

1640

1645

1650

1655

1700

1705

1710

1715

1720

1725

1730

1735

1740

1745

1750

1755

1800

1805

1810

1815

1820

1825

1830

1835

1840

1845

1850

1855

1900

1905

1910

1915

1920

1925

1930

1935

1940

1945

1950

1955

2000

2005

2010

2015

2020

2025

2030

2035

2040

2045

2050

2055

2100

2105

2110

2115

2120

2125

2130

2135

2140

2145

2150

2155

2200

2205

2210

2215

2220

2225

2230

2235

2240

2245

2250

2255

2300

2305

2310

2315

2320

2325

2330

2335

2340

2345

2350

2355

2400

2405

2410

2415

2420

2425

2430

2435

2440

2445

2450

2455

2500

2505

2510

2515

2520

2525

2530

2535

2540

2545

2550

2555

2600

2605

2610

2615

2620

2625

2630

2635

2640

2645

2650

2655

2700

2705

2710

2715

2720

2725

2730

2735

2740

2745

2750

2755

2800

2805

2810

2815

2820

2825

2830

2835

2840

2845

2850

2855

2900

2905

2910

2915

2920

2925

2930

2935

2940

2945

2950

2955

3000

3005

3010

3015

3020

3025

3030

3035

3040

3045

3050

3055

3100

3105

3110

3115

3120

3125

3130

3135

3140

3145

3150

3155

3200

3205

3210

3215

3220

3225

3230

3235

3240

3245

3250

3255

3300

3305

3310

3315

3320

3325

3330

3335

3340

3345

3350

3355

3400

3405

3410

3415

3420

3425

3430

3435

3440

3445

3450

3455

3500

3505

3510

3515

3520

3525

3530

3535

3540

3545

3550

3555

3600

3605

3610

3615

3620

3625

3630

3635

3640

3645

3650

3655

3700

3705

3710

3715

3720

3725

3730

3735

3740

3745



A - Target observed by [unclear] [unclear]

B - 2135 2325

C - Note 5

D

E - On heavy family [unclear] for [unclear]

F - Nil

G

H

Went to East of [unclear] from shore  
saw red [unclear] [unclear] [unclear] [unclear]

A - A 2

Saw [unclear] [unclear] 30 miles off

Coast of [unclear]

Time 4/2 [unclear] [unclear] [unclear] [unclear]



**University of Florida**

Date: 11/21/11

**Equine Health Care**





1

5111

3240

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

**Abstract**

100

10



11. *Journal of the American Medical Association*, 273, 1995, 1033-1034.

## Abstract

12



155

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A - Beeline County  
 B - 1910-1920 SS

C - 1910-1920 SS 1910-1920 SS 1910-1920 SS

D - 1910-1920 SS 1910-1920 SS 1910-1920 SS

E - 1910-1920 SS

F - 1910-1920 SS

G - 1910-1920 SS 1910-1920 SS 1910-1920 SS

H - 1910-1920 SS

I - 1910-1920 SS 1910-1920 SS 1910-1920 SS



Dist. 449-10-10  
U.S. Operations Manual  
H.C. 205 Group 14.2

西貢、海防、河內

FD-302a (Rev. 11-29-83)

Sheet No.	Course No.	Flight No.	Altitude	Speed	Direction	Remarks
1	101	101	101	101	101	101
Type of Aircraft	101	101	101	101	101	101
Aircraft No.	101	101	101	101	101	101
Aircraft Letter	101	101	101	101	101	101
Time Up	101	101	101	101	101	101
Time Down	101	101	101	101	101	101
Total Time	101	101	101	101	101	101
Type of Cloud	101	101	101	101	101	101
Amount of Cloud	101	101	101	101	101	101
Base of Cloud	101	101	101	101	101	101
Visibility	101	101	101	101	101	101
General Weather	101	101	101	101	101	101
Task or Duty	101	101	101	101	101	101

Time	Height	Phase	Narrative
7:59	15000		At approximately 0800 hours, the aircraft was observed at an altitude of 15000 feet.
8:15	20000		At 0815 hours, the aircraft was observed at an altitude of 20000 feet. The aircraft was observed to be in a steep climb.
8:30	20000		At 0830 hours, the aircraft was observed at an altitude of 20000 feet. The aircraft was observed to be in a steep climb.
8:55	20000		At 0855 hours, the aircraft was observed at an altitude of 20000 feet. The aircraft was observed to be in a steep climb.
9:06	20000		At 0906 hours, the aircraft was observed at an altitude of 20000 feet. The aircraft was observed to be in a steep climb.
9:30			At 0930 hours, the aircraft was observed at an altitude of 20000 feet. The aircraft was observed to be in a steep climb.

**PART 1** John reverse the complete record and then reassemble the tape and recording.

1999











B A Observed by ...  
see A for S/P

B C - ...

B D - ...

B D

B E A very heavy ...  
altitude of range ...  
S/P observed during ...  
... to be ...  
... S/P on ...

B F None

B G

B H ...  
...  
...  
...  
...  
...  
...



THIS PAGE 10

UNITED STATES AIR FORCE  
OFFICIAL RECORD  
FORM 100-1 (Rev. 1-1-55)

100-100-100

Sheet No.	Comp. Station	Date	Squadron
Type of Aircraft	Aircraft No.	Crew	
Aircraft Letter			
Time Up	Time Down	Remarks	

Type of Cloud	Amount of Cloud	Base of Cloud	Visibility	General Weather	Map of Cloud Reference

Task or Duty

Time	Height	Remarks
2227	2150	...
2250	2150	...
2300		...
2310		...

PART 100-100-100

100-100-100



13A - No. 1025, 11

S/L

13B - No. 1025, 12

13C - Indicated area in notes. Q. 1300  
 13D - GA from TD from C. 1300  
 13E - Indicated area in notes. Q. 1300  
 13F - Indicated area in notes. Q. 1300

13G - No. 1025, 13

13H - S/L - Out last in August during year -

S/L - Indicated area in notes - about 10

S/L - Indicated area in notes - about 10

13I - No. 1025, 14

No. 1025

13J - No. 1025, 15

13K - No. 1025, 16

13L - Indicated area in notes - about 10

13M - Indicated area in notes - about 10



Dist: 1109, U.S. 111, 112, 113  
U.S. Operations Guide  
H.C. 805 Group 111-113

Sheet No. 10 of 10      Date of Issue: 12/11/2017      Signed by: P. J. G.

Type of Aircraft: \_\_\_\_\_

Account No. 10

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Time Limit: 1000 ms





**Total Time**

TYPE of CHILD: ☐ OF AGE: ☐

人海茫茫，知音难觅。3

Page 11 of 11

1000

General W. H. C. ...

Umsatz an Dienstleistungen 102,2

Capt. J. M. Allen  
 Lieut. W. C. Kidd  
 Capt. J. M. Allen  
 Sgt. H. R. Baumgartner  
 Sgt. J. J. Walker  
 Capt. J. J. Walker  
 Sgt. J. J. Walker

Applied Behavior Analysis

Wang, C. H. 1997. *China's Environment: A Guide to the Major Issues*. New York: Oxford University Press.

Year	Height	Area	Remarks
1604		120	
1720	1000	120	
1730	1000	120	
1735	1000	120	
1740	1000	120	
1745	1000	120	
1750	1000	120	
1755	1000	120	
1760	1000	120	
1765	1000	120	
1770	1000	120	
1775	1000	120	
1780	1000	120	
1785	1000	120	
1790	1000	120	
1795	1000	120	
1800	1000	120	
1805	1000	120	
1810	1000	120	
1815	1000	120	
1820	1000	120	
1825	1000	120	
1830	1000	120	
1835	1000	120	
1840	1000	120	
1845	1000	120	
1850	1000	120	
1855	1000	120	
1860	1000	120	
1865	1000	120	
1870	1000	120	
1875	1000	120	
1880	1000	120	
1885	1000	120	
1890	1000	120	
1895	1000	120	
1900	1000	120	
1905	1000	120	
1910	1000	120	
1915	1000	120	
1920	1000	120	
1925	1000	120	
1930	1000	120	
1935	1000	120	
1940	1000	120	
1945	1000	120	
1950	1000	120	
1955	1000	120	
1960	1000	120	
1965	1000	120	
1970	1000	120	
1975	1000	120	
1980	1000	120	
1985	1000	120	
1990	1000	120	
1995	1000	120	
2000	1000	120	
2005	1000	120	
2010	1000	120	
2015	1000	120	
2020	1000	120	
2025	1000	120	
2030	1000	120	
2035	1000	120	
2040	1000	120	
2045	1000	120	
2050	1000	120	
2055	1000	120	
2060	1000	120	
2065	1000	120	
2070	1000	120	
2075	1000	120	
2080	1000	120	
2085	1000	120	
2090	1000	120	
2095	1000	120	
2100	1000	120	

Page 4 of 10  
Psychophysiology



A

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S

1. The first part of the report is a summary of the work done during the last year. It is divided into three main sections: a general summary, a summary of the work done in the field, and a summary of the work done in the laboratory.

2. The second part of the report is a detailed account of the work done in the field. It is divided into two main sections: a summary of the work done in the field, and a summary of the work done in the laboratory.

3. The third part of the report is a detailed account of the work done in the laboratory. It is divided into two main sections: a summary of the work done in the laboratory, and a summary of the work done in the field.

4. The fourth part of the report is a summary of the work done during the last year. It is divided into three main sections: a general summary, a summary of the work done in the field, and a summary of the work done in the laboratory.







THIS PAGE

BSA -

BS -

BE -

BD -

BE -

BF -

BS -

BH -

BS -

BS -

BS -

BS -



NOTE

Sheet No. 1 of 1 Date: 11/11/54 Station: 14100

Type of Aircraft: B-26

Aircraft No: 21

Aircraft Letter: B

Time Up: 1705

Time Down: 1715

Total Time: 10

Type of Cloud: Cumulus

Amount of Cloud: 100%

Base of Cloud: 1000

Visibility: 10

General Weather: B-26

Pilot's Duty: B-26

Time: 1705

Height: 1000

Place: 14100

Time: 1715

Height: 1000

Place: 14100

Time: 1725

Height: 1000

Place: 14100

Time: 1735

Height: 1000

Place: 14100

Time: 1745

Height: 1000

Place: 14100

Time: 1755

Height: 1000

Place: 14100

Time: 1805

Height: 1000

Place: 14100

Time: 1815

Height: 1000

Place: 14100

Time: 1825

Height: 1000

Place: 14100

Time: 1835

Height: 1000

Place: 14100

60



THIS PAGE IS UNCLASSIFIED

PEA Corporation  
55TH AVE. HOUSTON

## MESSAGE

NO. 1  
ON  
GR



TO: AFSAE

FROM: FRANCIS[illegible]

1. The Board of Directors shall have the authority to make any amendments to the Charter of the Corporation, subject to the approval of the stockholders.

The marriage must be void, he argues, for lack of consent. He says he was not aware of the fact that his wife was married to another man.

Geophysics, 1987, 12, 1, 1-12

**Table 1** (continued)

On trouve la norme  $H^1(\Omega)$  dans la condition de coercivité de la forme bilinéaire  $a(\cdot, \cdot)$ .

[illegible]

The Agent Department is responsible that this message was transmitted in the appropriate number of the message form and that the substance of communication, described above, is correct, by omission or insertion, that it is correct. The address, name, number, date, place, and other details of the communication are not to be changed.



MISSION

48

11th September, 1942.

To:- Commanding General, Headquarters, U.S.A. M.E.A.F.

1. Enclosed are Sortie Reports of Mission No. 48, of the 1st Provisional Bombardment Group - attack on Benghazi, September 13th, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0631 hours L.T. September 11th, 1942.

C O P Y

To:- Commanding General, U.S.A.M.E.A.F.

From:- 1st Provisional Bomb Group. 520 11.9.42. MOST SECRET

Mine B. 24D's bombed shipping Benghazi Harbor 2120 to 2345 L.T. Target obscured - bombs dropped on battery of searchlights and A.A. No results observed. Altitude 20,000 to 22,500. One aircraft landed Kilo 40. No knowledge results this aircraft. Bomb load 36,000. Total operation hours 93 hours 14 minutes. These figures minus aircraft at Kilo 40. A.A. heavy. No E/A.

TIME OF ORIGIN: 0620  
RECD BY CYPHERS: 0645  
SENT TO SIGNALS: 0718  
RECD BY SIGNALS: 0731  
RECD BY CHIRO: 0845

PAUL S. ZUCKERMAN,  
Major A.A.F.  
Group S.2.



KH/DKE.

SECRET.

M.E.I.U. PHOTOGRAPHIC INTERPRETATION REPORT No 2019.PHOTOGRAPHS:

1st P.B.G. Camera	D5	16.9.42	1355 hrs.	25,000'	F/20"	oblique.
"	E.	"	"	"	F/14"	"
"	H22	"	"	"	F/14"	1:19700.
"	R20	"	"	"	F/14"	1:19700.
Verticals and obliques.						
No 159 Squadron	" YB	"	1839hrs	16,200'	F/14"	1:15900.
"	WD	"	"	16,600'	F/14"	1:15900.
"	GM	"	"	17,000'	F/8"	1:22000.

LOCALITY: BENGHASI Harbour.Print No.

References are to RAF Target Map B/2.

DETAILS OF ATTACK. Not given.BOMBING RESULTS. Photographs taken during an attack by 1st P.B.G. U.S.A.A.F. and No 159 Squadron R.A.F. on shipping BENGHASI Harbour.

A direct hit is seen on the forward end of a LERICI class M/V moored at G/23. Another bomb of the same stick scored a hit or very near miss on the same vessel amidships. Later photographs show smoke issuing from the hatches forward of the bridge; the fire appears well established.

H5.  
H6,7,EL.  
R5,4,5.  
DL,2,YB1,  
WD1,2.  
GM21-24.

There are other bursts which may have damaged shipping near them in the harbour, but no other direct hits are seen, except perhaps one possible burst between wreck HARRY and the LERICI class M/V at G/H. 28. No damage to this vessel is visible.

Three bursts on shore are seen at J42, but the photographs do not permit assessment of damage.

H4.

A possible cloud of smoke appears to be issuing from a point near the end of the CATHEDRAL MOLE (AA 48). No bomb bursts in the area are photographed.

WD2.

DL,2.

SHIPPING MOVEMENTS. A torpedo boat 200/250' has arrived since 12.9.42, and is seen berthed alongside the Outer Mole at E.23. No other shipping change of importance has occurred since 12.9.42 (P.I.R. No 1993).

/8/

for Wing Commander,  
Commanding,  
MIDDLE EAST INTERPRETATION UNIT.

DISTRIBUTION:

K - E (11)

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1 extra copy to S.I.O., H.Q., R.A.F., M.E.



ADVANCED AIR FORCE  
U.S. ARMY AIR FORCE  
BENTON, ARK.

A. Form B No. 10.

B. Date of Attack: 10th September 1942.

C. BENTON is still acting as a receiving port of vital supplies. There are two tankers and two P-1's in the harbor. The primary target is a 4500 ton tanker. Using map B/2 position of tanker is C-3. Secondary target two ships; one W/V alongside BENTON to the right of W/V is a small 2000 ton tanker. Positions on map C-4 and C-5. Last target: 6500 ton W/V at D-8. (The 4500 ton tanker is still full of cargo, therefore, it is the primary target. Alternate target is town of BENGHAZI).

D. NUMBER AND TYPE AIRCRAFT: Nine (9) B-24D's of 93rd Group, nine (9) B-24D's of 1st Provisional and nine (9) Liberators of 155 Squadron will participate.

E. FUEL LOADS: Normal load of 1600 lb. OF bombs, fused .12 tail delay.

F. FLIGHT AND ROUTE OUT: The flight from the 93rd will be over AQIR at 8,000 feet at 0810 hours. The nine aircraft from Lydia will be over AQIR at 1200 feet at 0810 hours. 155 Squadron's flight will be in the air and formed up at 0810 hours at 8,000 feet. The 155th flight will lead the entire eighteen planes. ALL AIRCRAFT WILL BE IN POSITION AND LEAVE AQIR AT 0815 HOURS.

The route will be from AQIR thru the Hammad corridor to a point South of the battle line (29 deg. 40N, 28 deg. 00E) and from this point to the TARGET, direct.

G. ROUTE BACK: The return route will be the same as the route out. BENGHAZI to a point South of the battle line (29 deg. 40N, 28 deg. 00E) and from this point to FAYID. Between this point and FAYID all aircraft commanders will check their fuel very carefully and before reaching FAYID communicate with their unit leader (Flight Commander) whether or not they will be able to continue past FAYID to their home airbases. IF THERE IS ANY DOUBT, WHATEVER IN THE MIND OF THE COMMANDER MUST BE ANSWERED BY REASON HIS DUTY. HE IS TO LAND AT FAYID. He will, also, be available if any aircraft commander is in trouble doubtful of reaching FAYID without ample reserves. BOTH 224 AND FAYID will be required.

H. FUEL OVER TARGET: ALL THREE UNITS WILL BE OVER TARGET AT 1400 HOURS.

I. HEIGHT OVER TARGET: At discretion of C.O.'s., but it is suggested that a minimum of 15,000 feet be used as the A/A is still rather heavy.

J. SEQUENCE OF ATTACK: The three planes of each element will bomb together, making only one run with bombs set at 75 foot intervals.

K. SIGNALS AND ACTIONS: Standard - with special care being given to Delta radio beacon positions, I.M.F. off and on at FAYID, KOU and identification not later than 1400 hours.

L. ADDITIONAL INSTRUCTIONS: Photographs will be taken. From battle line to target and return formations, within the element, will be flown in what is termed "B" formation. Flights will remain separate units, but act as a whole with the 1st Provisional flight 1. 155th flight will be at their positions at all times. Entire trip should not take more than approximately 10 hours.

J. K. KAUFMAN  
J. K. KAUFMAN  
MAJOR, A.A.F.



Major, AF, Operations Officer,  
Point 3, Davis,  
North Base.

PAUL F. DAVIS,  
Major, AAF,  
Operations Officer,  
Hear Base.

By order of Lt. Colonel McARTHUR:

2. B-24 airplane No. 12, piloted by Captain [redacted], failed to take off due to nose wheel failure.

21	Captain Wilkinson	0727
22	Lt. Col. Kestiffe	0734
20	Lieut. Clark	0738
16	Captain Toomey	0739
5	Captain Adams	0741
10	Lieut Soukup	0750
17	Lieut Wilcox	0755
24	Captain Penllyn	0757
12	Captain Blenkinshorn	

8/3 NO  
PILIP  
TIME OF TAKE OFF

1. Following is the take-off time of B-24D airplanes from Ross:

781 . . .

OPERATIONS (R DER)

(I - ON - - - - - )

18 September 1942

REAR BASE, 100% ENJOYABLE, 100% BQ  
U.S. AIR FORCE MIDDLE EAST



PAUL E. DAVIS, Major, AAF, Operations Officer, Root Base.

PAUL E. DAVIS, Major, AAF, Operations Officer, Root Base.

PAUL E. DAVIS, Major, AAF, Operations Officer, Root Base.

By order of Lt. Colonel [illegible]

also sent.

Captain [illegible] will be second in command and lead the second element.

Captain [illegible] will be second in command and lead the second element.

Lt. Colonel [illegible] will be in command of the first and lead the first element.

5. Lt. Colonel [illegible] will be in command of the first and lead the first element. All elements will be second in command and lead the second element. All elements will be second in command and lead the second element.

4. Planes will be bombed and serviced with fuel at this station. The fuel load will be full with tanks and one full bomb bay tank. Pilots are to check their fuel supply on the return trip before reaching the home station. There is any doubt in the pilot's mind about reaching the home station, he is to land at DAVIS. L.C. 224 will also be available if there is not enough fuel to reach DAVIS.

3. The bomb load will be five British 1000 lb G.P., 12 Tall Tally bombs will be dropped in one run together by the three planes in each element from 15,000 (minimum) with bombs set at 75 foot intervals. Photographs will be taken from the battle line to the target.

2. The bomb load will be five British 1000 lb G.P., 12 Tall Tally bombs will be dropped in one run together by the three planes in each element from 15,000 (minimum) with bombs set at 75 foot intervals. Photographs will be taken from the battle line to the target.

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7. The bomb load will be five British 1000 lb G.P., 12 Tall Tally bombs will be dropped in one run together by the three planes in each element from 15,000 (minimum) with bombs set at 75 foot intervals. Photographs will be taken from the battle line to the target.

8. The bomb load will be five British 1000 lb G.P., 12 Tall Tally bombs will be dropped in one run together by the three planes in each element from 15,000 (minimum) with bombs set at 75 foot intervals. Photographs will be taken from the battle line to the target.

9. The bomb load will be five British 1000 lb G.P., 12 Tall Tally bombs will be dropped in one run together by the three planes in each element from 15,000 (minimum) with bombs set at 75 foot intervals. Photographs will be taken from the battle line to the target.

10. The bomb load will be five British 1000 lb G.P., 12 Tall Tally bombs will be dropped in one run together by the three planes in each element from 15,000 (minimum) with bombs set at 75 foot intervals. Photographs will be taken from the battle line to the target.

11. The bomb load will be five British 1000 lb G.P., 12 Tall Tally bombs will be dropped in one run together by the three planes in each element from 15,000 (minimum) with bombs set at 75 foot intervals. Photographs will be taken from the battle line to the target.

12. The bomb load will be five British 1000 lb G.P., 12 Tall Tally bombs will be dropped in one run together by the three planes in each element from 15,000 (minimum) with bombs set at 75 foot intervals. Photographs will be taken from the battle line to the target.



THIS PAGE IS UNCLASSIFIED

COMM. MARK 74 5111

PAGE 10 SELF

ADDRESSED TO 2056H00CHS BANGHAZI 1ST PG GROUP 99THRGROUP  
FROM 242 VING

INTS/68 16/9

SECRET OPSUM EVENING SEPT/16

NINE LIBERATORS 459SQDN SHIPPING BANGHAZI A/C 'C' US

PRIOR TAKE OFF A/C 'U' ABANDONED TASK BOT ATTACKED

MERSA MATRUH CLAIMS DIRECT HIT P.P. 7 M/25 PHOTO CONFIRMS

6 A/C LOCATED AND ATTACKED SHIPPING ALL BURSTS OBSERVED IN

SEA NORTH AND NORTH WEST OF OUTER MOLE A/C 'G' LANDED AT FAHID

OTHER SQDNS BURSTS OBSERVED IN HARBOUR NO DIRECT HITS

SEEN HEAVY FLAK LATE IN ACTION AND INACCURATE NO LIGHT

FLAK TWO A/C IDOOK OFF FROM BERCA NO INTERCEPTION NUMEROUS

SHIPS IN HARBOUR NO DETAILED OBSERVATION FIVE SEAPLANES

OBSERVED INNER HARBOUR A/C 'U' REPORTS 3CC MTAT

745229 AT 1115 LT LESSER CONCENTRATIONS MT AT APPROX

766215 AT 1125 LT ONE WELLINGTON OBSERVED ON GROUND AT

3015N 3000E AT 1730 HRS 1400/1402 LT 16/17000 36X1000

GP 12TD BENGHAZI A/C 'J' MATRUH 1238LT

11.000 6X1000 GP 12TD WEATHER GOOD TOTAL HRS FLOWN

74.27 2115/160 JCV VA

TOR 2220 LT VSB LVA



B. A. note 5

B. B. 1355-5

B. C. note 5

B. D.

B. E. no air over target. 1st &amp; 2nd observations after lightning

B. F. note 5

B. G. 5th 6 photos

B. H. "15 min N.E. target observed large RV about 50 feet off shore. Also saw ship about 10 miles E-N of target. Counted 24 simple engine planes. Saw what looked like pumping station 4 miles East of target. Took photo.

Saw 2 a/c close to water on approach to target. Flying same course.



H.Q. U.S. Operations Lydda  
H.Q. 205 Group

PLAF Form 20

Sheet No.	Origin, Ref. No.	Date: Sept. 15/42	Squadron: 1 P.B.G.
Type of Aircraft: B-24D		Captain: 1st Lt. W. O. Clark	
Aircraft No.: 20		1st Lt. J. B. Clayton	
Aircraft Letter:		1st Lt. H. W. Helms	
		Sgt. W. L. Knox	
		Sgt. W. R. Ford	
		Sgt. W. J. O'Boe	
		Sgt. J. C. Napier	
Time Up: 0738			
Time Down: 1130			
Total Time: 1152			
		Aerodrome or L.O.: LYDDA	

Type of Cloud: 4 to 8/100 at 3000	Map or Chart:
Amount of Cloud: feet as very low	Reference:
Base of Cloud: none at target	B/C
Visibility: 10 mi	
General Weather: 11	

Task or Duty: Shipping: Benghazi 5,500 G.P. 12 T.D.

Time	Height	Place	Narrative
1345	23000		mission proceeded on target
1355	23000		targeted target
			mission on target
			4 to 5 (B-2) missions
			from 70 ft intervals
			one low hit on target
			by large cloud of great black smoke
			observed to be at target
			1st element at 911 (B-2) and P-5
			(B-2) near target
			3-4 (B-2) missions
			Two of us was too far to target
			element to target

PART B (on reverse) to be completed according to instructions in HQ PLAF Manual

PLAF



BA See Note 5

BB 1355-1357

BC Note 5

BD

BE BA Practically unusable  
even after being activated. No photo  
still taken.

BF

BG no photo

BH nothing seen

No E.A. observed



Date: H. Q. U.S. Navy  
 U.S. Operations Lydon  
 H. Q. 205 Group B-1

RAF Form 4

REPORT

Sheet No.	Opp. Ref.	Date	Squadron
		Sept. 16/42	10 P.B.C.
Type of Aircraft	B. 24D	Crew	
Aircraft No.	21	Capt. J. W. Wilkinson	
Aircraft Letter	R	1st Lt. I. Foster	
Time Up	0727	1st Lt. W. O. Mally	
Time Down	1915	Sgt. L. A. Whitley	
Total Time	1148	Sgt. R. B. Taylor	
		Cpl. J. Troyanowski	
		Sgt. O. E. Salmon	
		Aerodrome or LOS	
		L. P. D. 13	

Type of Cloud	2/4 cum 3/10 5/10	Map or Chart	
Amount of Cloud	from 1 mile to target	Reference	
Base of Cloud	400 ft		
Visibility	Excellent		
General Weather	good		

Task or Duty: Shipping Barge at 5 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
7340	22800		#2 in line
1355			<p>arrived target</p> <p>coasting west of formation</p> <p>back to make individual runs</p> <p>on target. Approached target to</p> <p>NN East - 1st</p> <p>with Hain (B 25) at 500 F (B 2)</p> <p>in train 70 ft above water</p> <p>bombardment over target</p> <p>other aircraft observed</p> <p>shots from vessel possible</p> <p>to target. Shots from other</p> <p>1/2 observed over Hain (B 2)</p> <p>Navally observed</p>

PART B (on reverse) to be completed according to relevant instructions in I.O. R.A.F. 111 (1/1/42)

PTA



101 - Long ...  
 MVS ...  
 One ...  
 BTS - 1.255 L.

BC = Got while at 7300 m. 2 Skys  
dinner almost 5000 lb. British G.P.  
14. T.D. fine & made for a day of  
80° and a dinner time at 8000 m.

2D - String of 4000 used to cut down  
y. MV. at 1000 ft. H<sub>2</sub>O. 4 samples  
taken and 1000 ft. down. 1000 ft. down  
observed. The water was dark and  
faint.

BE 4 puffs of A/D started in Feb 1980  
 still in A/D = No E/A

B.F. No. Coconino

*Handwritten signature: [illegible]*

1940-1960



THIS PAGE IS UN

H: Q. U.S. A. F. S. 1-1  
U.S. Operations Manual  
H: Q. 205-0-000-1-1

OCCUPATIONAL REPORT

Form 1-1

Sheet No.	Opere Ref	Date	Squadron
		Sept. 16/42	1 P.B.G.
Type of Aircraft	B. 24D	Capt	Captl R.I. Paullin
Aircraft No.	24	1st Lt.	1st Lt. Bereton
Aircraft Letter		Crew	1st Lt. T.A. Blumaker
			Sgt. E.R. Sparks
			Sgt. R.T. Lyons
			Sgt. T.A. Dehaven
			Sgt. B.O. Eaton
Time Up	0757		
Time Down	1925		
Total Time	11:38		
		Airframe or L.O.	13/8/0

Type of Cloud	White 780 ft. Cumulus	Map or Chart	
Amount of Cloud	Cumulus at 5000 ft.	Reference	13/7
Base of Cloud	Uncertain over target		
Visibility			
General Weather			

Task or Duty Shipping Berghazi 5 x 1000 G.P. 12 G.D.

Time	Height	Place	Narrative
0757		Lybia	0757
			Went forward wing 4
1255	13000	Beja	1255 - 13000 ft. approx 80°
			The aircraft was in the ground
			element of 4 ships
1330			1330 - 13000 ft. approx 80°
			Went forward wing 4
1925		Lybia	1925 - 13000 ft. approx 80°
			Went forward wing 4

PART 2 (on reverse) to

be compiled according to instructions in H.O. 1-1, 1-2, 1-3, 1-4, 1-5, 1-6, 1-7, 1-8, 1-9, 1-10, 1-11, 1-12, 1-13, 1-14, 1-15, 1-16, 1-17, 1-18, 1-19, 1-20, 1-21, 1-22, 1-23, 1-24, 1-25, 1-26, 1-27, 1-28, 1-29, 1-30, 1-31, 1-32, 1-33, 1-34, 1-35, 1-36, 1-37, 1-38, 1-39, 1-40, 1-41, 1-42, 1-43, 1-44, 1-45, 1-46, 1-47, 1-48, 1-49, 1-50, 1-51, 1-52, 1-53, 1-54, 1-55, 1-56, 1-57, 1-58, 1-59, 1-60, 1-61, 1-62, 1-63, 1-64, 1-65, 1-66, 1-67, 1-68, 1-69, 1-70, 1-71, 1-72, 1-73, 1-74, 1-75, 1-76, 1-77, 1-78, 1-79, 1-80, 1-81, 1-82, 1-83, 1-84, 1-85, 1-86, 1-87, 1-88, 1-89, 1-90, 1-91, 1-92, 1-93, 1-94, 1-95, 1-96, 1-97, 1-98, 1-99, 1-100, 1-101, 1-102, 1-103, 1-104, 1-105, 1-106, 1-107, 1-108, 1-109, 1-110, 1-111, 1-112, 1-113, 1-114, 1-115, 1-116, 1-117, 1-118, 1-119, 1-120, 1-121, 1-122, 1-123, 1-124, 1-125, 1-126, 1-127, 1-128, 1-129, 1-130, 1-131, 1-132, 1-133, 1-134, 1-135, 1-136, 1-137, 1-138, 1-139, 1-140, 1-141, 1-142, 1-143, 1-144, 1-145, 1-146, 1-147, 1-148, 1-149, 1-150, 1-151, 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BC 1355

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**P.T. 5**







THIS PAGE

DIVISION OF U.S. AIR FORCE

U.S. Operations Lydda

H.Q. 205 GROSS RVA-11

HOME REPORT

(F-77)

FORM 411

Sheet No.	Operation No.	Date	Squadron
Type of Aircraft	Altitude	Crew	
Aircraft No.	Altitude	Capt. J.M. Rooney	
Aircraft Letter	Altitude	1st Lt. F.H. Volman	
Time Up	Time Down	2nd Lt. Stotter	
Time Down	Time Down	2nd Lt. Flynn	
Total Time	Time Down	Sgt. A.G. Montgomery	
	Time Down	Sgt. O.C. Handley	
	Time Down	Sgt. B.L. Block	
	Time Down	Sgt. J.N. Street	
Type of Cloud	Amount of Cloud	Aerodrome or Loc.	
Base of Cloud	Amount of Cloud	Map or Chart	
Visibility	Amount of Cloud	Reference	
General Weather	Amount of Cloud		
Task or Duty	Shipping	1000 G.P. 12 T.O.	

Time	Height	Phase	Narrative
0724		1st	1st
1355	1000	2nd	2nd
1810		3rd	3rd
1915		4th	4th
2030		5th	5th

PART 2 of Form 411 to be completed according to relevant pro-forma in I.Q. 344, M.E. 1111, or 34

FORM 411-1

RTQ







THIS PAGE IS

H.Q. U.S. ARMY  
U.S. Operations Lydda  
H.Q. 2050 Crd. Op. Bldg.

10 ME REPORT  
07-475

RAV Form 415

Sheet No.	Open. Ref. No.	Date	Sept 16/48	Location	Lydda, P.D.C.
Type of Aircraft	B-24D	Crew	Capt. H.B. Adams 1st Lt. D. Parker Capt. R.B. Hirsfeldy Sgt. H.P. Morris Sgt. D.M. Waters Cpl. J.R. LeBue Cpl. R.O. Woody		
Aircraft No.	5	Time Up	0745	Time Down	1815
Aircraft Letter		Total Time	1130	Remarks or CO	Lydda

Type of Cloud	7/10 to 4/10	Map or Chart	
Amount of Cloud	Scattered to 100%	Reference	
Base of Cloud	Scattered clouds at 4000 ft		
Visibility	Perfectly clear sky over		
General Weather	Very hot		

Task or Duty Shipping Benghazi 500000 G.P. 12 T.D.

Time	Height	Mass	Narrative
0745		Light	750 Nothing unusual in sky
1355	4500	Light	Thin clouds
1840	8000	10000 10-500	Heavy clouds scattered clouds Scattered and many flying over
1915		Light	1000

PART B (for revision) to be completed by pilot or observer

1060



- A Shipping
- B 13. 15. 1. 1966 04000 51. 12
- C Shipping
- D the well known name of the ship is the same as the one which was built in 1914. It is a 1000 ton ship. It is a 1000 ton ship. It is a 1000 ton ship.
- E No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- F No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- G No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- H No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- I No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- J No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- K No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- L No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- M No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- N No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- O No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- P No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- Q No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- R No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- S No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- T No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- U No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- V No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- W No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- X No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- Y No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.
- Z No. 1/2 As the ship is now in the hands of the government, it is not possible to know the exact date of its construction.



FROM: THE JAWF, M.B.  
D/S: Operations Lyddon  
H/Q: 205 Group, RAAF MacME REPORT  
(P. 1)

9012

**PLANTING**

Sheet No.	Open Position	Date	Squadron
Type of Aircraft	B-24D	Captain	Lt. Col. C. F. McGuire
Aircraft No.	22	1st Lt.	C. B. Patterson
Aircraft Letter		2nd Lt.	A. T. Hopkins
		Sgt.	L. L. Walters
		Sgt.	E. Kessler
		Sgt.	H. C. Vanness
		Cpl.	J. B. Beatty
Time Up	0734		
Time Down			
Total Time	10:15		
		Remarks or L.O.	

Type of Cloud	WILLY CLOUD 1910	Map or Chart	
Amount of Cloud		Reference	
Base of Cloud	2100 ft		
Visibility	Good		
General Weather	Good		

Task or Duty	Shipping Documents	6-256000-0-2	12-7-0
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PART B (SEE INSTRUCTIONS) IS TO BE COMPLETED ACCORDING TO INSTRUCTIONS ON PAGE 103 OF THE 1040 (INSTRUCTIONS) 50

**THESE**



B.C. note

B.B. 1355

B.C. note 5

B.D.

B.E. no one

B.F. 5

B.G. 1

B.H. 1

B.I. 1

B.J. 1

B.K. 1

B.L. 1

B.M. 1

B.N. 1

B.O. 1

B.P. 1

B.Q. 1

B.R. 1

B.S. 1

B.T. 1

B.U. 1

B.V. 1

B.W. 1

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B.Y. 1

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B.F. 1



1999

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Task or Duty: Shipping Bonghaxi. 5. 1. 1000 G.P. 12. 7. 0.

Time	Height	Remarks	Narrative
1200	2000		<p>           Rainy. No flying. No reports of enemy activity.            at 3:00 p.m. (2000 ft) (1000 ft)            to many. It started to rain. No flying.            1500 ft. (1000 ft) (1000 ft)            1300 ft. (1000 ft) (1000 ft)            1200 ft. (1000 ft) (1000 ft)            1100 ft. (1000 ft) (1000 ft)            1000 ft. (1000 ft) (1000 ft)            900 ft. (1000 ft) (1000 ft)            800 ft. (1000 ft) (1000 ft)            700 ft. (1000 ft) (1000 ft)            600 ft. (1000 ft) (1000 ft)            500 ft. (1000 ft) (1000 ft)            400 ft. (1000 ft) (1000 ft)            300 ft. (1000 ft) (1000 ft)            200 ft. (1000 ft) (1000 ft)            100 ft. (1000 ft) (1000 ft)            0 ft. (1000 ft) (1000 ft)         </p>

PART 8 (for reports) to be completed according to format in H.Q. QUART-MR. Instruction 34.

**CORE DATA**

**FIA**



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# MESSAGE FORM

問答雜誌

Call IN		Name of Group <b>GR</b>	Office Data Sheet
and Project OUT			

**TO**

四、白喉

[illegible]

This meeting will be held at 10:00 AM  
and will be held at the same time  
as the meeting of the Board of Directors.

Very respectfully,  
Yours truly,  
Signature: \_\_\_\_\_

Originator's Instructions: Discontinue all other therapy

## OPERATION NEW EFFICIENCY

**Route.** (B-low) This

Species (no.)	Local No.	Age/sex	Weight	Length	Wing span	Tarsus	Middle toe	Bill length	Bill width	Bill depth	Bill area	Bill shape	Bill color
1	1	Ad	100	180	100	10	10	10	10	10	10	10	10
2	2	Ad	100	180	100	10	10	10	10	10	10	10	10
3	3	Ad	100	180	100	10	10	10	10	10	10	10	10
4	4	Ad	100	180	100	10	10	10	10	10	10	10	10
5	5	Ad	100	180	100	10	10	10	10	10	10	10	10
6	6	Ad	100	180	100	10	10	10	10	10	10	10	10
7	7	Ad	100	180	100	10	10	10	10	10	10	10	10
8	8	Ad	100	180	100	10	10	10	10	10	10	10	10
9	9	Ad	100	180	100	10	10	10	10	10	10	10	10
10	10	Ad	100	180	100	10	10	10	10	10	10	10	10
11	11	Ad	100	180	100	10	10	10	10	10	10	10	10
12	12	Ad	100	180	100	10	10	10	10	10	10	10	10
13	13	Ad	100	180	100	10	10	10	10	10	10	10	10
14	14	Ad	100	180	100	10	10	10	10	10	10	10	10
15	15	Ad	100	180	100	10	10	10	10	10	10	10	10
16	16	Ad	100	180	100	10	10	10	10	10	10	10	10
17	17	Ad	100	180	100	10	10	10	10	10	10	10	10
18	18	Ad	100	180	100	10	10	10	10	10	10	10	10
19	19	Ad	100	180	100	10	10	10	10	10	10	10	10
20	20	Ad	100	180	100	10	10	10	10	10	10	10	10
21	21	Ad	100	180	100	10	10	10	10	10	10	10	10
22	22	Ad	100	180	100	10	10	10	10	10	10	10	10
23	23	Ad	100	180	100	10	10	10	10	10	10	10	10
24	24	Ad	100	180	100	10	10	10	10	10	10	10	10
25	25	Ad	100	180	100	10	10	10	10	10	10	10	10
26	26	Ad	100	180	100	10	10	10	10	10	10	10	10
27	27	Ad	100	180	100	10	10	10	10	10	10	10	10
28	28	Ad	100	180	100	10	10	10	10	10	10	10	10
29	29	Ad	100	180	100	10	10	10	10	10	10	10	10
30	30	Ad	100	180	100	10	10	10	10	10	10	10	10
31	31	Ad	100	180	100	10	10	10	10	10	10	10	10
32	32	Ad	100	180	100	10	10	10	10	10	10	10	10
33	33	Ad	100	180	100	10	10	10	10				

2. The Legal Department is responsible that their details are transmitted to the appropriate parties of the message text and that the necessity of communicating "discrepancies" signals are by cutting to remove their significance from the address, not to avoid being delivery of the message these details are to be re-inserted in FTL.



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R.A.F. Form 50A  
557147 (Rev. 11-55)

## MESSAGE FORM

**WILLIAMS**

**CAN YOU IN**  
**and**  
**Before OUR**

No. 2  
Group  
**GR**

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**ENDNOTES**



1000

TABLE 1

1

1000

10



157

- This message was sent by email at 11:11 AM on 11/11/11.  
 - The subject is: [REDACTED]  
 - The body is: [REDACTED]

must be sent IN CYTHER  
be sent by w.r.

Originator's Instructions: Original and Duplicate



14995

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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1. The sender is responsible that these details are transposed in the appropriate section of the message form and that the message is sent in accordance with the applicable rules. The sender is also responsible for the possibility of compromising distinguishing signals, etc. by sending the message. The sender is also responsible for the address, etc. is avoided. Before delivery of the message these details are to be checked for F12.



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A.P. Form 602

**SECRET**  
CYPHER MESSAGE

To	FIRST PROV. GROUP	Date	1-7-9-44
	98 GROUP	Time	
From	AESAF	Initials	

AIF 011

**SECRET**

Form No. 133

Request immediately done complete reports  
of yesterday's operations be submitted to  
Reports as well as any other  
which incomplete

*M. Antwala*  
1/2

OSIS/11

OSIS/11

**EMERGENCY**







R.A.F. Form 86A.  
S.575A (Naval).

# MESSAGE FORM

Office Serial No.

Call IN  
and  
Preface OUT

No. of  
Groups  
GR

Office Date Stamp

Most  
Secret

TO

AFSAF Repeat Major Kallberg

FROM

1 P B 6

Originator's Number

547

Date

16-9

Yours/My

Number and Date

(Write horizontally)

Eight	B 2 4s	attached	stopping	Benghazi	5
Harbor	1355	hours	altitude	23000	10
feet	medium	vessel	at	4 g	15
map	B.2	sustained	direct	high	20
and	near	misses	and	large	25
vessel	at	F 5	map	B 2	30
was	hit	Wrecked	Harvey	and	35
George	Map	B 2 (5)	hit	Black	40
snake	observed	from	both	vessel	45
hit	Bomb	load	40000	Total	50
operation	time	of 2 hours	13	minutes	55
					60

This message must be sent as written and may be sent by W/T.

This message must be sent in CIPHER and may be sent by W/T.

Originator's Instructions\* Degree of Priority\*

TIME OF ORIGIN

T.O.R.

T.M.L.

\*Originator to insert "NOT" if message is not to be sent by the route indicated below this line (it for signals use only.)

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that the possibility of compromising distinguishing signals, etc. by omitting to remove these identification from the message, etc., is avoided. Before delivery of the message these details are to be re-inscribed in P/L.



1914 September 10/12

2. The following is confirmation copy of teletype and communication or information furnished to you at 2125 Penn. Ave., Room 1611, on 11/15/57:

Young - 1st Prov. Dist. Queen Elizabeth 16/94 2107 Tall

Light smoke attached shipping; Darghest Harbor 1305 hours  
altitude 23000 feet; helium vessel at 0 mag 1/2 distained direct  
site and non-mission and/or vessel at 7.5 mag 1/2 and hit; m-  
Garry and George = ship 2(5) hit; light smoke observed from both  
vessels hit; bomb load 60000 lbs; operational time 92 hours; 3 minutes

**JOHN A. P. SALT**

Report immediately after complete reports of yesterday's operations be submitted. Reports be submitted very satisfactory and complete.

File: Carmichael General: Handwritten Date: 0.9.11

From: 2nd Prov. North Group, FIVE 69, 17/8, 18/8, 19/8, 20/8, 21/8, 22/8, 23/8, 24/8, 25/8, 26/8, 27/8, 28/8, 29/8, 30/8, 31/8, 1/9, 2/9, 3/9, 4/9, 5/9, 6/9, 7/9, 8/9, 9/9, 10/9, 11/9, 12/9, 13/9, 14/9, 15/9, 16/9, 17/9, 18/9, 19/9, 20/9, 21/9, 22/9, 23/9, 24/9, 25/9, 26/9, 27/9, 28/9, 29/9, 30/9, 1/10, 2/10, 3/10, 4/10, 5/10, 6/10, 7/10, 8/10, 9/10, 10/10, 11/10, 12/10, 13/10, 14/10, 15/10, 16/10, 17/10, 18/10, 19/10, 20/10, 21/10, 22/10, 23/10, 24/10, 25/10, 26/10, 27/10, 28/10, 29/10, 30/10, 1/11, 2/11, 3/11, 4/11, 5/11, 6/11, 7/11, 8/11, 9/11, 10/11, 11/11, 12/11, 13/11, 14/11, 15/11, 16/11, 17/11, 18/11, 19/11, 20/11, 21/11, 22/11, 23/11, 24/11, 25/11, 26/11, 27/11, 28/11, 29/11, 30/11, 1/12, 2/12, 3/12, 4/12, 5/12, 6/12, 7/12, 8/12, 9/12, 10/12, 11/12, 12/12, 13/12, 14/12, 15/12, 16/12, 17/12, 18/12, 19/12, 20/12, 21/12, 22/12, 23/12, 24/12, 25/12, 26/12, 27/12, 28/12, 29/12, 30/12, 1/13, 2/13, 3/13, 4/13, 5/13, 6/13, 7/13, 8/13, 9/13, 10/13, 11/13, 12/13, 13/13, 14/13, 15/13, 16/13, 17/13, 18/13, 19/13, 20/13, 21/13, 22/13, 23/13, 24/13, 25/13, 26/13, 27/13, 28/13, 29/13, 30/13, 1/14, 2/14, 3/14, 4/14, 5/14, 6/14, 7/14, 8/14, 9/14, 10/14, 11/14, 12/14, 13/14, 14/14, 15/14, 16/14, 17/14, 18/14, 19/14, 20/14, 21/14, 22/14, 23/14, 24/14, 25/14, 26/14, 27/14, 28/14, 29/14, 30/14, 1/15, 2/15, 3/15, 4/15, 5/15, 6/15, 7/15, 8/15, 9/15, 10/15, 11/15, 12/15, 13/15, 14/15, 15/15, 16/15, 17/15, 18/15, 19/15, 20/15, 21/15, 22/15, 23/15, 24/15, 25/15, 26/15, 27/15, 28/15, 29/15, 30/15, 1/16, 2/16, 3/16, 4/16, 5/16, 6/16, 7/16, 8/16, 9/16, 10/16, 11/16, 12/16, 13/16, 14/16, 15/16, 16/16, 17/16, 18/16, 19/16, 20/16, 21/16, 22/16, 23/16, 24/16, 25/16, 26/16, 27/16, 28/16, 29/16, 30/16, 1/17, 2/17, 3/17, 4/17, 5/17, 6/17, 7/17, 8/17, 9/17, 10/17, 11/17, 12/17, 13/17, 14/17, 15/17, 16/17, 17/17, 18/17, 19/17, 20/17, 21/17, 22/17, 23/17, 24/17, 25/17, 26/17, 27/17, 28/17, 29/17, 30/17, 1/18, 2/18, 3/18, 4/18, 5/18, 6/18, 7/18, 8/18, 9/18, 10/18, 11/18, 12/18, 13/18, 14/18, 15/18, 16/18, 17/18, 18/18, 19/18, 20/18, 21/18, 22/18, 23/18, 24/18, 25/18, 26/18, 27/18, 28/18, 29/18, 30/18, 1/19, 2/19, 3/19, 4/19, 5/19, 6/19, 7/19, 8/19, 9/19, 10/19, 11/19, 12/19, 13/19, 14/19, 15/19, 16/19, 17/19, 18/19, 19/19, 20/19, 21/19, 22/19, 23/19, 24/19, 25/19, 26/19, 27/19, 28/19, 29/19, 30/19, 1/20, 2/20, 3/20, 4/20, 5/20, 6/20, 7/20, 8/20, 9/20, 10/20, 11/20, 12/20, 13/20, 14/20, 15/20, 16/20, 17/20, 18/20, 19/20, 20/20, 21/20, 22/20, 23/20, 24/20, 25/20, 26/20, 27/20, 28/20, 29/20, 30/20, 1/21, 2/21, 3/21, 4/21, 5/21, 6/21, 7/21, 8/21, 9/21, 10/21, 11/21, 12/21, 13/21, 14/21, 15/21, 16/21, 17/21, 18/21, 19/21, 20/21, 21/21, 22/21, 23/21, 24/21, 25/21, 26/21, 27/21, 28/21, 29/21, 30/21, 1/22, 2/22, 3/22, 4/22, 5/22, 6/22, 7/22, 8/22, 9/22, 10/22, 11/22, 12/22, 13/22, 14/22, 15/22, 16/22, 17/22, 18/22, 19/22, 20/22, 21/22, 22/22, 23/22, 24/22, 25/22, 26/22, 27/22, 28/22, 29/22, 30/22, 1/23, 2/23, 3/23, 4/23, 5/23, 6/23, 7/23, 8/23, 9/23, 10/23, 11/23, 12/23, 13/23, 14/23, 15/23, 16/23, 17/23, 18/23, 19/23, 20/23, 21/23, 22/23, 23/23, 24/23, 25/23, 26/23, 27/23, 28/23, 29/23, 30/23, 1/24, 2/24, 3/24, 4/24, 5/24, 6/24, 7/24, 8/24, 9/24, 10/24, 11/24, 12/24, 13/24, 14/24, 15/24, 16/24, 17/24, 18/24, 19/24, 20/24, 21/24, 22/24, 23/24, 24/24, 25/24, 26/24, 27/24, 28/24, 29/24, 30/24, 1/25, 2/25, 3/25, 4/25, 5/25, 6/25, 7/25, 8/25, 9/25, 10/25, 11/25, 12/25, 13/25, 14/25, 15/25, 16/25, 17/25, 18/25, 19/25, 20/25, 21/25, 22/25, 23/25, 24/25, 25/25, 26/25, 27/25, 28/25, 29/25, 30/25, 1/26, 2/26, 3/26, 4/26, 5/26, 6/26, 7/26, 8/26, 9/26, 10/26, 11/26, 12/26, 13/26, 14/26, 15/26, 16/26, 17/26, 18/26, 19/26, 20/26, 21/26, 22/26, 23/26, 24/26, 25/26, 26/26, 27/26, 28/26, 29/26, 30/26, 1/27, 2/27, 3/27, 4/27, 5/27, 6/27, 7/27, 8/27, 9/27, 10/27, 11/27, 12/27, 13/27, 14/27, 15/27, 16/27, 17/27, 18/27, 19/27, 20/27, 21/27, 22/27, 23/27, 24/27, 25/27, 26/27, 27/27, 28/27, 29/27, 30/27, 1/28, 2/28, 3/28, 4/28, 5/28, 6/28, 7/28, 8/28, 9/28, 10/28, 11/28, 12/28, 13/28, 14/28, 15/28, 16/28, 17/28, 18/28, 19/28, 20/28, 21/28, 22/28, 23/28, 24/28, 25/28, 26/28, 27/28, 28/28, 29/28, 30/28,

Reference A-512, March 2, 20, attacked shipping in Long Beach Harbor pattern bombing by flights in train at 750 foot intervals. First flight released bombs 1355' L/S. Targets and bombs were under at R 26; W/V at R 26 and W/V at R 31 in that order of priority, then reference B(15). Three chain bursts near 11th directed hit on primary target; very near miss on number two target and direct hit on number three target. Photographs show bursts at 11th near center of wreck hull; very near miss on 6000 ton W/V at R 26 and at least one direct hit on 6000 ton W/V at R 31 with fires and smoke resulting. W/V at R 26 obviously hit wreck and in same position on EMB 2A/A visible. 1324Z light, disappearing on later flights. 13 W/A seen, bombs dropped 13,000' W/V 1324Z, 1325Z, 1326Z, 1327Z, 1328Z, 1329Z, 1330Z, 1331Z, 1332Z, 1333Z, 1334Z, 1335Z, 1336Z, 1337Z, 1338Z, 1339Z, 1340Z, 1341Z, 1342Z, 1343Z, 1344Z, 1345Z, 1346Z, 1347Z, 1348Z, 1349Z, 1350Z, 1351Z, 1352Z, 1353Z, 1354Z, 1355Z, 1356Z, 1357Z, 1358Z, 1359Z, 1400Z, 1401Z, 1402Z, 1403Z, 1404Z, 1405Z, 1406Z, 1407Z, 1408Z, 1409Z, 1410Z, 1411Z, 1412Z, 1413Z, 1414Z, 1415Z, 1416Z, 1417Z, 1418Z, 1419Z, 1420Z, 1421Z, 1422Z, 1423Z, 1424Z, 1425Z, 1426Z, 1427Z, 1428Z, 1429Z, 1430Z, 1431Z, 1432Z, 1433Z, 1434Z, 1435Z, 1436Z, 1437Z, 1438Z, 1439Z, 1440Z, 1441Z, 1442Z, 1443Z, 1444Z, 1445Z, 1446Z, 1447Z, 1448Z, 1449Z, 1450Z, 1451Z, 1452Z, 1453Z, 1454Z, 1455Z, 1456Z, 1457Z, 1458Z, 1459Z, 1500Z, 1501Z, 1502Z, 1503Z, 1504Z, 1505Z, 1506Z, 1507Z, 1508Z, 1509Z, 1510Z, 1511Z, 1512Z, 1513Z, 1514Z, 1515Z, 1516Z, 1517Z, 1518Z, 1519Z, 1520Z, 1521Z, 1522Z, 1523Z, 1524Z, 1525Z, 1526Z, 1527Z, 1528Z, 1529Z, 1530Z, 1531Z, 1532Z, 1533Z, 1534Z, 1535Z, 1536Z, 1537Z, 1538Z, 1539Z, 1540Z, 1541Z, 1542Z, 1543Z, 1544Z, 1545Z, 1546Z, 1547Z, 1548Z, 1549Z, 1550Z, 1551Z, 1552Z, 1553Z, 1554Z, 1555Z, 1556Z, 1557Z, 1558Z, 1559Z, 1600Z, 1601Z, 1602Z, 1603Z, 1604Z, 1605Z, 1606Z, 1607Z, 1608Z, 1609Z, 1610Z, 1611Z, 1612Z, 1613Z, 1614Z, 1615Z, 1616Z, 1617Z, 1618Z, 1619Z, 1620Z, 1621Z, 1622Z, 1623Z, 1624Z, 1625Z, 1626Z, 1627Z, 1628Z, 1629Z, 1630Z, 1631Z, 1632Z, 1633Z, 1634Z, 1635Z, 1636Z, 1637Z, 1638Z, 1639Z, 1640Z, 1641Z, 1642Z, 1643Z, 1644Z, 1645Z, 1646Z, 1647Z, 1648Z, 1649Z, 1650Z, 1651Z, 1652Z, 1653Z, 1654Z, 1655Z, 1656Z, 1657Z, 1658Z, 1659Z, 1700Z, 1701Z, 1702Z, 1703Z, 1704Z, 1705Z, 1706Z, 1707Z, 1708Z, 1709Z, 1710Z, 1711Z, 1712Z, 1713Z, 1714Z, 1715Z, 1716Z, 1717Z, 1718Z, 1719Z, 1720Z, 1721Z, 1722Z, 1723Z, 1724Z, 1725Z, 1726Z, 1727Z, 1728Z, 1729Z, 1730Z, 1731Z, 1732Z, 1733Z, 1734Z, 1735Z, 1736Z, 1737Z, 1738Z, 1739Z, 1740Z, 1741Z, 1742Z, 1743Z, 1744Z, 1745Z, 1746Z, 1747Z, 1748Z, 1749Z, 1750Z, 1751Z, 1752Z, 1753Z, 1754Z, 1755Z, 1756Z, 1757Z, 1758Z, 1759Z, 1800Z, 1801Z, 1802Z, 1803Z, 1804Z, 1805Z, 1806Z, 1807Z, 1808Z, 1809Z, 1810Z, 1811Z, 1812Z, 1813Z, 1814Z, 1815Z, 1816Z, 1817Z, 1818Z, 1819Z, 1820Z, 1821Z, 1822Z, 1823Z, 1824Z, 1825Z, 1826Z, 1827Z, 1828Z, 1829Z, 1830Z, 1831Z, 1832Z, 1833Z, 1834Z, 1835Z, 1836Z, 1837Z, 1838Z, 1839Z, 1840Z, 1841Z, 1842Z, 1843Z, 1844Z, 1845Z, 1846Z, 1847Z, 1848Z, 1849Z, 1850Z, 1851Z, 1852Z, 1853Z, 1854Z, 1855Z, 1856Z, 1857Z, 1858Z, 1859Z, 1900Z, 1901Z, 1902Z, 1903Z, 1904Z, 1905Z, 1906Z, 1907Z, 1908Z, 1909Z, 1910Z, 1911Z, 1912Z, 1913Z, 1914Z, 1915Z, 1916Z, 1917Z, 1918Z, 1919Z, 1920Z, 1921Z, 1922Z, 1923Z, 1924Z, 1925Z, 1926Z, 1927Z, 1928Z, 1929Z, 1930Z, 1931Z, 1932Z, 1933Z, 1934Z, 1935Z, 1936Z, 1937Z, 1938Z, 1939Z, 1940Z, 1941Z, 1942Z, 1943Z, 1944Z, 1945Z, 1946Z, 1947Z, 1948Z, 1949Z, 1950Z, 1951Z, 1952Z, 1953Z, 1954Z, 1955Z, 1956Z, 1957Z, 1958Z, 1959Z, 2000Z, 2001Z, 2002Z, 2003Z, 2004Z, 2005Z, 2006Z, 2007Z, 2008Z, 2009Z, 2010Z, 2011Z, 2012Z, 2013Z, 2014Z, 2015Z, 2016Z, 2017Z, 2018Z, 2019Z, 2020Z, 2021Z, 2022Z, 2023Z, 2024Z, 2025Z, 2026Z, 2027Z, 2028Z, 2029Z, 2030Z, 2031Z, 2032Z, 2033Z, 2034Z, 2035Z, 2036Z, 2037Z, 2038Z, 2039Z, 2040Z, 2041Z, 2042Z, 2043Z, 2044Z, 2045Z, 2046Z, 2047Z, 2048Z, 2049Z, 2050Z, 2051Z, 2052Z, 2053Z, 2054Z, 2055Z, 2056Z, 2057Z, 2058Z, 2059Z, 2100Z, 2101Z, 2102Z, 2103Z, 2104Z, 2105Z, 2106Z, 2107Z, 2108Z, 2109Z, 2110Z, 2111Z, 2112Z, 2113Z, 2114Z, 2115Z, 2116Z, 2117Z, 2118Z, 2119Z, 2120Z, 2121Z, 2122Z, 2123Z, 2124Z, 2125Z, 2126Z, 2127Z, 2128Z, 2129Z, 2130Z, 2131Z, 2132Z, 2133Z, 2134Z, 2135Z, 2136Z, 2137Z, 2138Z, 2139Z, 2140Z, 2141Z, 2142Z, 2143Z, 2144Z, 2145Z, 2146Z, 2147Z, 2148Z, 2149Z, 2150Z, 2151Z, 2152Z, 2153Z, 2154Z, 2155Z, 2156Z, 2157Z, 2158Z, 2159Z, 2200Z, 2201Z, 2202Z, 2203Z, 2204Z, 2205Z, 2206Z, 2207Z, 2208Z, 2209Z, 2210Z, 2211Z, 2212Z, 2213Z, 2214Z, 2215Z, 2216Z, 2217Z, 2218Z, 2219Z, 2220Z, 2221Z, 2222Z, 2223Z, 2224Z, 2225Z, 2226Z, 2227Z, 2228Z, 2229Z, 2230Z, 2231Z, 2232Z, 2233Z, 2234Z, 2235Z,

**Foto: David S. Reardon**

1. The first step is to identify the problem. In this case, the problem is that the company is not meeting its sales targets.







REPORT

(A)

Sheet No.	Oprep. Ref. No.	Date 22/9/42	Squadron. 1st. Prov. Group.
Type of Aircraft.	B.24 Liberator	Captain	Major Wade
Aircraft No.	111565	Crew.	Lt. Anderson Lt. Jones Lt. Wilder Sgt. Laurie Sgt. Smith Sgt. Gotauthier Sgt. Bornheimer
Aircraft Letter.	*I*		
Time Up.	13.10 (Lydda)		
Time Down.	00.10 (Fayid)		
Total Time.	11.00 hours.		Aerodrome or I.G. FAYID
Type of Cloud.	} Clear.	Map or Chart	
Amount of Cloud.		Reference.	
Base of Cloud.		Targ. Chap B/2.	
Visibility.			
General Weather.	"		

Task or Duty. SHIPPING AT BENGHASI

Time.	Height.	Place.	Narrative.
		BB	19.20 - 19.25 hrs.
		BC	24,000ft. 5 x 1000 lb. G.P. 12 delay
		BD	At 19.25 hrs., heading 115° in formation dropped all bombs in one stick aiming at ship next to Harry. This a/c's bombs S. of Central Mole, other bombs round Harry. Captain saw fire on ship alongside Harry when he came back began small but later larger. 15 minutes after leaving Target 50 miles away saw large explosion in the air, looked as if right from harbour. After explosion no fire visible.
		BE	Flak - one posn. 23°N, 4°E, 5°U and 15°C (heavy and many guns first to reach a/c.) F/U 16°Q and 17°N. Nearest 100 yds. from wing.
		BF	Nil.
		BG	Photo taken after bombing run at various angles.
		BH	A/c seen at 17°15'N 15°E at posn 35°25'N. 25°20'E.



## 2.2. Faulting and flexure

7011-20 19

11. a. The large major vessels are anastomosed in a spiral fashion - one at 7000 and one at 10000 ft.

b. Item 4-343 (irradiation from the South Pole) of up and down 3-10-61, proceeds from the Int. Provisional East Group will be returned over to the up 1961 where to log.

P. M. fifteen 5-600 airplanes from the 18th Bomb Group, 1st Bomb Division, 1st AF, will attack and destroy these 1000 vehicles at 1000 hours.

5075-800, U.S. POST OFFICE BOX 960

1970-1971 38-24 - 33-37 27-30 26-29 25-28 24-27

Task 077: Individually at two four minute intervals starting at 1300, heart and breathing in three 5-10 second periods over which the left hand will reach over the head and will lead the flight in the timing of breathing for others.

a. The first element will ascend AIC at 1000 ft.  
b. The second element will assemble at 1600 ft.  
c. The third element will assemble at 1800 ft.  
d. Bomb load will be five B-100's 1000 lb. G.P., 18 tail bombs. There  
will be dropped a test run from 36,000 feet at 20 foot intervals. That grade  
will be used.

11. "The wind will be full wind, gusty and full, and heavy rain, 1.00. 204 and heavy will be steady, by far the strongest number to reach his - the center during last of the."

6. In the fall, before the 1961 election, except when over the harvest, these will identify themselves when entering the field, and will not allow any other person to enter the field.

4. Major funds will be in demand as the flight and land in first element  
depts. machinery will be added in forward and land the second element  
East Africa will be introduced as part of land the third element.

Signature of Lt. Colonel Reuther

1. NAME  
 2. ADDRESS  
 3. CITY  
 4. STATE  
 5. ZIP

PAUL R. DAVIS,  
Major, USAF,  
Operations Officer  
Wichita Falls.

**THE UNIVERSITY OF CHICAGO**

1. MS-DOS 6.22 - Setup
1. Applications - CDFview, DOS View, etc. install
1. MS-DOS 6.22 - Setup
1. Applications - CDFview, DOS View, etc. install



15/c (Heavy) 10/10/60  
 Mark 2/c H 10/10 and 11/10/60  
 A.E. 10/10/60  
 B.G. 10/10/60  
 R.A. 10/10/60

at 10/10/60 10/10/60 10/10/60  
 10/10/60 10/10/60 10/10/60  
 10/10/60 10/10/60 10/10/60

Name	Rank	Grade	Date



Unit No.	Oprep. Ref.	Date	Squadron
Type of Aircraft	13 DL	12/19/45	15th
Aircraft No.	111565	CPTN. Major Walter G. Smith	
Aircraft Letter	1	Sgt. J. L. Anderson	
Time Up	13:16	Bomber to Fielders	
Time Down	14:00	Radar Car Launch	
Total Time		Aerodrome or U.S.	
Type of Cloud	Clear	Sgt. J. L. Anderson	
Amount of Cloud		Sgt. J. L. Anderson	
Base of Cloud		Sgt. J. L. Anderson	
Visibility	Good	Sgt. J. L. Anderson	
General Weather		Sgt. J. L. Anderson	

Task or Duty

Shipping at Riverdale

Time	Height	Place	Remarks
BB 1420	1955		
BB 2100	51050	16 SP-12	Delay
BB 2145	Heading 115°		in formation
	dropped all bombs		one hit on ship
	at ship next to Harry		This ship
	hit by 5 of our bombs		other bombs
	around Harry		Captain saw fire
	on the ship		Harry saw fire
	came back		Major small but later
	large		
	15 miles		after leaving Target 5 miles
	away		Saw large explosion
	small explosion		in the air
	looked like		explosion
	after explosion		was fire
BB 2145	One hit		3/4 of 1/2



HEADQUARTERS  
1st Provisional Bombardment Group  
Office of Group S.2.  
U.S.A. Middle East Air Force

PSZ/md.

23rd September, 1942.

To: Commanding General, Headquarters, U.S.A.M.E.A.F.

1. Attached hereto Sortie Report for ship No. 1, Lijer Wado, which landed at Fayid on return journey. This sortie report was made out by the Intelligence Officer at Fayid.

1 MAJ. S. ZUCKERMAN,  
Major A.A.F.  
Group S.2.



R.A. ~~\_\_\_\_\_~~ 41A

Type of Cloud  
Amount of Cloud  
Base of Cloud  
Visibility  
General Weather

Task or Duty

Landed Fayal.

437/DH 2P/1,500,000/4-42

P.T.O.

1. 0 6 3



21.25 7700 ~~BAF~~ ✓ MV - ~~1st~~ No 6 and 1 (at)

30 B parallel to outer mole.

BBB - 19:30 Run wide

BE - Attack made in ✓ three  
ship elements and 1 two ship element  
(1st PRG). This A/C was No. ✓ in  
element. Run wide approx. 170°.

5 x 1000 lb. Bomb. ~~dropped~~ <sup>dropped</sup> ~~in~~ <sup>at</sup> ~~target~~ <sup>target</sup>  
from ~~the~~ <sup>the</sup> ~~air~~ <sup>air</sup> ~~dropped~~ <sup>dropped</sup> ~~in~~ <sup>at</sup> ~~target~~ <sup>target</sup>  
(~~the~~ <sup>the</sup> ~~air~~ <sup>air</sup> ~~dropped~~ <sup>dropped</sup> ~~in~~ <sup>at</sup> ~~target~~ <sup>target</sup>)  
lead ship element. <sup>Top 4</sup>

BD - Heavy concentration of bombs  
dropped on to ~~the~~ <sup>the</sup> ~~target~~ <sup>target</sup> ~~area~~ <sup>area</sup>  
Heavy and center mole. Block

Smoke seen to ~~the~~ <sup>the</sup> ~~target~~ <sup>target</sup> ~~area~~ <sup>area</sup>  
from area around Heavy - no  
flames. Direct hits on central + outer ~~the~~ <sup>the</sup>  
mole. 6 columns of ~~the~~ <sup>the</sup> ~~target~~ <sup>target</sup> ~~area~~ <sup>area</sup>  
observed to be ~~the~~ <sup>the</sup> ~~target~~ <sup>target</sup> ~~area~~ <sup>area</sup>  
and ~~the~~ <sup>the</sup> ~~target~~ <sup>target</sup> ~~area~~ <sup>area</sup> (Ship ~~the~~ <sup>the</sup> ~~target~~ <sup>target</sup> ~~area~~ <sup>area</sup> B/V).

BE - A/A directed at the element  
was light and in ~~the~~ <sup>the</sup> ~~target~~ <sup>target</sup> ~~area~~ <sup>area</sup>  
about 7000' below the A/C. 0025 2100

BF - No ~~the~~ <sup>the</sup> ~~target~~ <sup>target</sup> ~~area~~ <sup>area</sup>

BC - Photographs taken of ~~the~~ <sup>the</sup> ~~target~~ <sup>target</sup> ~~area~~ <sup>area</sup> + 'sand'  
explosions.

BB - What appeared to be red glow  
changing into brilliant flash observed at  
13-0 - lasted 1 minute. This observed  
as A/C circled outside target on  
return trip.



Dist: H.Q. U.S.A.A.F. M.E.  
U.S. Operations Lydda  
H.Q. 205 Group R.A.F. SORTIE REPORT  
(Part A)

R.A.F. Form 41A

(Part A)

Sheet No. <i>1</i>	Oprep. Ref. No.	Date <i>Sept 22/42</i>	Squadron <i>1 P.B.G.</i>
Type of Aircraft <i>B. 24D.</i>		1st Lt. <i>G.B. Whitlock</i>	
Aircraft No. <i>12</i>		Captain <i>1st Lt. J. Medford</i>	
Aircraft Letter <i>K</i>		Crew <i>1st Lt. D.S. Welfare</i>	
		<i>Sgt. T.A. Smith</i>	
		<i>Sgt. J. Barineap</i>	
		<i>Opt. P. S. Spaulding</i>	
		<i>Sgt. H. S. Powell</i>	
Time Up <i>08:15</i>			
Time Down <i>00:30</i>			
Total Time <i>11:15</i>			
		Aerodrome <i>octa. Ky. Ala.</i>	
Type of Cloud <i>Clear</i>		Map or Chart	
Amount of Cloud <i>7 at 3000 North</i>		Reference <i>B/P</i>	
Base of Cloud <i>Base of Cloud over</i>			
Visibility <i>1000</i>			
General Weather <i>light</i>			
Task or Duty <i>Bombing</i>			

Time	Height	Place	Narrative
1930	74000	Toronto	Nothing observed in this area. MV's observed - 1 East of George and 1 East of Hwy. Burst seen to parallel Central Mall. ST/2 observed West of Hwy and red flame from ground to NW SE of Wall. Not seen at 1000 ft.

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

37.011QR/1,500,000/4-42

P.T.O.



8A not 5

BB-1926/7

BC-5X1000 12TD in train 75 ft

BD not 5

BE - B.O. account for altitude but below

High element

BF not

BE - 1000 10

BEH, 7.1 mi -

no E a



THIS PAGE IS

Dist: H.Q. U.S.A.A.F. M.E.  
 U.S. Operations Lydda  
 H.Q. 20th Group R.A.F. SORTIE REPORT  
 (Part A)

Sheet No.	Oprep. Ref. No.	Date Sept. 22/42	Squadron 1 P.B.
Type of Aircraft B. 24D.		1st Lt. M.R. Walsh	
Aircraft No. 24		Captain 1st Lt. I.J. Wilhite	
Aircraft Letter W		Crew 1st Lt. A.L. Schwanebeck	
		S.Sgt. C.B. Payne	
		S.Sgt. E.F. Witham	
		Sgt. C. Barnes	
		Sgt. R.F. Krimer	
Time Up 13.25			
Time Down 0050			
Total Time 11.25		Aerodrome or L.O. LYDDA	

Type of Cloud <i>broken at target</i>	Map or Chart Reference
Amount of Cloud	
Base of Cloud	
Visibility <i>good</i>	<i>B/2-</i>
General Weather <i>"</i>	
Task or Duty <i>B 6</i>	<i>RECON 1721</i>

Time	Height	Place	Narrative
1500	1500		saw fighters a/c headed NW
1926	24000	ind	made run from W to East. Saw 2 HV alongside Harry. a few bursts seen outside pithy 17 & 18 R (B 2/5) & bursts in harbor at 26 F (B 2/6). Flashes of smoke observed at 26 H (B 2/5). Grayish brown smoke obs. at 13 H on land (B 2). Column of black smoke observed coming from harbor after leaving target

PART B (on reverse) to be completed according to relevant pro-forma in 11.Q. R.A.F. M.E. Instruction 34.

37, G11QP/1,500,000/4-42

P.T.O.



B A - note 5

B B - 1924-25

B C - 5 x 1000 to TD in train of 6 ft intervals

D D - do

B E - very heavy & accurate. 18000 ft on 1st  
 element subsequently accurate for alt,  
 about 1/2 battery observed L 6 + 7 to P 2-8  
 + 3 down L 4 to 13/16 (B/2)

B G -

B H -

no E A -



Sheet No.	Order Ref. No.	Date Report 22/42	Squadron 1 P.B.G.
Type of Aircraft B. 74D		Captain 1st Lt. B.A. Crouchley	
Aircraft No. 20		1st Lt. P. L. Milam	
Aircraft Letter S		Crew 1st Lt. W.R. Joyner	
		Sgt. J. S. Sals	
		Sgt. J. C. O. O. O. O.	
		Sgt. E. L. Weingart	
		Sgt. J. R. Alexander	
Time Up 1:19			
Time Down 00:15			
Total Time 18:56			
		Aircraft or L.O. 4/1205	

Type of Cloud	Altostratus	Map or Chart	
Amount of Cloud	100%	Reference	
Base of Cloud	3000		
Visibility	10		
General Weather	Good		

Task or Duty: SHIPPING BANKNOTE

Time	Height	Place	Name (w/ H. Z. & initials)
1715	1000		Saw persistent banding with about opposite bands.
1924	23800		Saw made run from SW to NE. First saw <sup>one</sup> <del>seen</del> near water. Then to saw two in v at 27.2 (B25) One of these seemed to be hit. Observed app. 60 birds in harbor. Saw what appeared to be blue gray snake on Al V at 26.4 (B25) + saw one in V at 27.0 Saw birds in Area 3 at 23.4 & 24.4 (B2) Snake + albat. observed at



B.A. - 1025-5

B.B. - 1025-6

B.C. - 5x1000 g.P. (2TD) in + over 75 ft. water

B.D. - 1025-5

B.E. - On a buoy after the main barograph

B.F. - 1025-5

B.G. - 3 Photos

B.H. - 2 twin engine 4/11 headed West  
 at 4:30 pm near 1025-4  
 + saw a/p south of 1025-4 headed  
 S.West

1025-4

After leaving buoy saw 2 planes  
 + numerous flashes + 1 ray inside  
 at 1025-4 10/25 (10/25)  
 2 planes seen taking off from island  
 probably Beane



THIS PAGE IS UNCLASSIFIED

DISPATCH  
H.Q. U.S.A. AIR FORCE  
U.S. Operations Lydda  
HQ. 205 Group B, A.F.F.  
SOME REPORT  
(Part A)

RAF Form 111A

Serial No.	Operator	Date Sept. 22/42	Signature P.B.G.
Type of Aircraft	B. 24D	Captain	Capt. B.E. Blankenhorn
Aircraft No.	16	2nd Lt.	2nd Lt. W.J. Leidecker
Aircraft Label	14	Crew	2nd Lt. J.M. Kaiser
			Capt. G.E. Summers
			1st Sgt. B. Starevich
			8. Sgt. H.B. Hancock
			8. Sgt. P.C. Wilson
			1st Sgt. J.S. Ertzen
Time Up	13:25		
Time Down	14:35		
Total Time	1:10		
		Aerodrome or L.O.	1000

Type of Cloud	4/10 in area and	Map or Chart	
Amount of Cloud	clear	Reference	
Base of Cloud	2,200		
Visibility	good		
General Weather	clear		

Task or Duty: B-24D STAFFING OPERATIONS H-4-2nd Element

Time	Height	Place	Narrative
17:00	1000		Left Lydda at 17:00. Small plane observed NW at 1000 alt.
19:25	23,000		Made turn on course 120°. Saw 2 large V-shaped clouds (B-F) and 3 small V-shaped clouds (B-F). Smoke observed at 4:45 (B-F). A flash was observed from the vessel. It was a large column of smoke from within 15 miles after departure.

PART A (for reference) to be completed immediately on receipt of information from the aircraft.

1055



A. 11. 10. 1941

B. 11. 10. 1941

C. 11. 10. 1941

D. 11. 10. 1941

E. 11. 10. 1941

F. 11. 10. 1941

G. 11. 10. 1941

H. 11. 10. 1941

I. 11. 10. 1941

J. 11. 10. 1941

K. 11. 10. 1941

L. 11. 10. 1941

M. 11. 10. 1941

N. 11. 10. 1941

O. 11. 10. 1941

P. 11. 10. 1941

Q. 11. 10. 1941

R. 11. 10. 1941

S. 11. 10. 1941

T. 11. 10. 1941

U. 11. 10. 1941

V. 11. 10. 1941

W. 11. 10. 1941

X. 11. 10. 1941

Y. 11. 10. 1941

Z. 11. 10. 1941



1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

1053















H.Q. U.S. A.F.F. M.B.  
U.S. Operations Lyndon B. Johnson  
H.Q. 205 Group H.A.F.F.

Sheet No.	Open. Ref. No.	Date	Squadron
Type of Aircraft	B. 24 D	Sept. 22/42	1 P.B.G.
Aircraft No.	5	Capt. 2nd Lt. H.C. Appold	
Aircraft Letter	D	2nd Lt. G.H. Gerry	
		Crew	
		2nd Lt. D.C. Osell	
		Capt. W. C. Dell Mission	
		Sgt. F. Yakimovich	
		Sgt. O. Anderson	
		Sgt. E. Weipert	
		Sgt. H. Christensen	
Time Up	1:21		
Time Down			
Total Time	00:45		
		Approach or L.O.	

Type of Cloud	Scattered Cu	Map or Chart	
Amount of Cloud	Less than 1/4	Reference	
Base of Cloud	1000 - 2000 ft		
Visibility	Good - 10 miles		
General Weather	Good		

Task or Duty:  $2 \pm r \cdot 60 \text{ P} / 1$   $3 \pm 4 \cdot 10 \cdot 5 \cdot 6 \cdot 7 \cdot 8 \cdot 9 \cdot 10 \cdot 11 \cdot 12 \cdot 13 \cdot 14 \cdot 15 \cdot 16 \cdot 17 \cdot 18 \cdot 19 \cdot 20 \cdot 21 \cdot 22 \cdot 23 \cdot 24 \cdot 25 \cdot 26 \cdot 27 \cdot 28 \cdot 29 \cdot 30 \cdot 31 \cdot 32 \cdot 33 \cdot 34 \cdot 35 \cdot 36 \cdot 37 \cdot 38 \cdot 39 \cdot 40 \cdot 41 \cdot 42 \cdot 43 \cdot 44 \cdot 45 \cdot 46 \cdot 47 \cdot 48 \cdot 49 \cdot 50 \cdot 51 \cdot 52 \cdot 53 \cdot 54 \cdot 55 \cdot 56 \cdot 57 \cdot 58 \cdot 59 \cdot 60 \cdot 61 \cdot 62 \cdot 63 \cdot 64 \cdot 65 \cdot 66 \cdot 67 \cdot 68 \cdot 69 \cdot 70 \cdot 71 \cdot 72 \cdot 73 \cdot 74 \cdot 75 \cdot 76 \cdot 77 \cdot 78 \cdot 79 \cdot 80 \cdot 81 \cdot 82 \cdot 83 \cdot 84 \cdot 85 \cdot 86 \cdot 87 \cdot 88 \cdot 89 \cdot 90 \cdot 91 \cdot 92 \cdot 93 \cdot 94 \cdot 95 \cdot 96 \cdot 97 \cdot 98 \cdot 99 \cdot 100$

[illegible]

Page 8 has changed to be consistent with page 7. The word "and" has been added to the end of the sentence.

DOI: 10.1002/jbm.b

1710



R.A.F. Form 5A.  
S.575A. (Naval).

# MESSAGE FORM

Office Serial No. \_\_\_\_\_  
Office Date Stamp \_\_\_\_\_

Call IN  
and  
Pulse OUT

No. of  
Groups  
**GR**

(Above this line is for Signals use only.)

TO\*

FROM\*

Originator's Number

Date,

Yours/My

Number and Date

(Write instructions)

10

15

20

25

30

35

40

45

50

55

60

This message must be sent as written and may be sent by a/c.

This message must be sent in cypher and may be sent by W/T.

Originator's Instructions\* Degree of Priority\*

TIME OF ORIGIN

\*Originator to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.)

T.O.R.

T.M.L.

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

\* The command is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc. by omitting to remove their identification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.



R.A.F. Form 9c  
S.575A. (Naval).

# MESSAGE FORM

Office Serial No. \_\_\_\_\_

Call IN		No. of Groups <b>GR</b>	Office Date Stamp
and Preface OUT			

(Above this line is for Signals use only)

TO: \_\_\_\_\_

FROM: \_\_\_\_\_

(Write horizontal)		Originator's Number	Date	Yours/My	Number and Date
1	16	R	11/11/41		6
		D			10
L-T		16/11/41			15
		R			20
					25
					30
					35
					40
					45
					50
					55
					60

This message must be sent in cipher and may be sent by w/t. This message must be sent in cipher and may be sent by w/t. Originator's Instructions\* Degree of Priority\* Time of Origin

\*Originator to insert "NOT" if message is not to go by W/T over any part of the route. (Below this line is for Signals use only.) T.O.R.

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

\* The signal element is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc. by omitting to remove their signification from the cipher, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.



PSZ/h

23rd September, 1942.

1. Enclosed are Sortie Reports of Mission No.50 of the 1st Provisional Bombardment Group --attack on Benghazi, September 22nd, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0200 hours L.T. September 23rd, 1942.

C O P Y

To:- Commanding General, U.S.A. M.E.A.F.

From:- 1st Provisional Bomb Group 602. 23.9.42. 120th SFG. 121.

A 1 P.B.G. B. nine B. 2412. C. Iydda D. 1313 hours L.T. E.  
Shipping, Damghazi, F. 1924 L.T. G. 24,000, H. 40 1,000 pound British  
G.P. point 12 Tail Delay. Inter Fire observed and large explosion followed  
by large volume black smoke on large S/V East of Harry. Map B/2(5).  
Hits observed on Harry and near miss on smaller m/v East of large 1/v. J.  
Mil. K. A/A heavy and accurate. L. None. M. none. N. none. O. none.  
P. Iydda. Q. 0050 L.T. One aircraft landed Fayid not interrogated here.

[illegible]

PAUL S. ZUCKERMAN,  
Major A.A.F.  
Group S.2.



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REAR BASE, 1ST PROVISIONAL BOMB GROUP  
U. S. ARMY AIR FORCE, MIDDLE EAST  
Lydda, Palestine.

27 September 1942

ANNEX NO 1 )  
OPERATIONS ORDER )  
NUMBER 20 )

1. Following is the take-off time of B-24D airplanes from rear base:

<u>A/C NO.</u>	<u>PILOT</u>	<u>TAKE OFF TIME</u>
18	Major Sanders	1302
17	Lieut Oglesby	1305
5	Captain Toomey	1306
20	Captain Long	1310
21	Captain Adams	1316
4	Lieut Wilcox	1317
12	Lieut Brereton	1328

2. B-24D number 18 piloted by Major Sanders returned with bombs due to failure of oxygen system.

3. B-24D number 24 piloted by Lieut. Soukup failed to take off due to magneto trouble.

4. B-24D number 1 piloted by Lieut Clark failed to take off due to fuel pump failure.

By order Lt. Col. McGuire:

OFFICIAL:

PAUL F. DAVIS,  
Major, AAF,  
Operations Officer,  
Rear Base.

PAUL F. DAVIS,  
Major, AAF,  
Operations Officer,  
Rear Base.

DISTRIBUTION:

1 CG HQ USMARP  
1 Opns Officer - 202 Group (ADV)  
1 S-2  
1 Operations File.



NEAR BASE, 1ST PROVISIONAL BOON GROUP  
U. S. ARMY AIR FORCE, MIDDLE EAST  
Lydda, Palestine

27 September 1948

OPERATIONS ORDER  
(20)

Map: Four sections of Mediterranean area, 1:1,000,000 scale, colored.  
Also see M/2 - MEGAZI HARBOR.

1. An enemy M/V is lying along the East side of GEORGE.
2. Nine B-24D airplanes from the 91st Squadron will attack and destroy this M/V at dusk tonight.

ROUTE CUT: BASE - ISRAELIA - 29°40'N 28°00'E staying below 4000 feet until reaching the Alexandria-Cairo road and then turning from there to bombing altitude and thence to TARGET.

ROUTE BACK: TARGET - 29°40'N 28°00'E staying below 4,000 feet at a line north and south of West Hattum using the Alexandria-Cairo corridor to ISRAELIA thence to BASE.

TAKEN OFF:

Individually at two minute intervals starting at 1500 hours and forming three 3-ship elements in Javelin down formation over this field.

- a. The first element will assemble at 1,000 feet.
- b. The second element will assemble at 1,500 feet.
- c. The third element will assemble at 2,000 feet.
- x. Bomb load will be five British 1000 lb G.P., 18 tail delay.

Bombs will be dropped in one run from 23,000 feet at 70 foot intervals. Photographs will be required.

4. Fuel load will be full wing tanks and one full bomb bay tank. Any airplane commander who is doubtful of reaching his home station due to shortage of fuel is to land at L.G. 824 or Wajid.
5. a. I.R.P. will be on during the entire mission except when over enemy territory. Planes will identify themselves when crossing the 28th Parallel and when 100 miles off the coast of Palestine coming eastward.

b. Major leaders will be in command and lead the first element. Capt Toomey will be second in command and lead the second element. Capt Adams will be third in command and lead the third element.

By order of Lt. Col. MOORHEAD:

PAUL E. DAVIS,  
Major, A.F.,  
Operations Officer,  
Hoop Base.

PAUL E. DAVIS,  
Major, A.F.,  
Operations Officer,  
Hoop Base.

OPERATIONS ORDER:

1 CG HQ USMAV  
1 Ops Officer - 808 Group (ADV)  
1 S-8  
1 Operations File



Cherry C 1/4

- B 19 10 - 14 11
- C 19 10 - 14 11
- D 19 10 - 14 11
- E 19 10 - 14 11
- F 19 10 - 14 11
- G 19 10 - 14 11
- H 19 10 - 14 11
- I 19 10 - 14 11
- J 19 10 - 14 11
- K 19 10 - 14 11
- L 19 10 - 14 11
- M 19 10 - 14 11
- N 19 10 - 14 11
- O 19 10 - 14 11
- P 19 10 - 14 11
- Q 19 10 - 14 11
- R 19 10 - 14 11
- S 19 10 - 14 11
- T 19 10 - 14 11
- U 19 10 - 14 11
- V 19 10 - 14 11
- W 19 10 - 14 11
- X 19 10 - 14 11
- Y 19 10 - 14 11
- Z 19 10 - 14 11



U.S. A.F. - MIE  
U.S. Operations Lyddan SORTIE REPORT  
H. 9. 205 Green T. A.T. (P. 1)

Sheet No. 1      Cont. of No. 1      Date Sept. 27/42      Scale 1 P.B.G.

April 1992

Alm and

Tue 10/10/2012 13:28

### TIME BARRIER

**Total Time**

1st Lt. J. K. Brereton

2nd Lt. D. L. Burgess

CTW 2nd Lt. R. E. Wilkins  
2nd Lt. R. E. Wilkins

1990年12月15日

CRIMINAL

1. Mr. K. L. Gardner

Spill - Schiene

Aerodromes Ltd.

### Type of Gold

Amount of Cloud

**Base of Climb**

VIETNAM

## General Weather

### Marine Chart

1. *Pharmaceutical industry*

4-25-68

Task or Only

## Introduction

100

100

100

14

22

DE

[illegible]

Part 2 (continued) to be completed and returned to forms MUE-2, R.A.F. MUE-1, and MUE-3.

— **WILLIAM H. HARRIS**, *Senior Lecturer in the Department of English Literature, University of Toronto*





8A - 1000 TC. No. 1000. No. 1000. No. 1000.  
 Eastern side. No. 1000. No. 1000. No. 1000.

8B - 1000 TC. No. 1000. No. 1000. No. 1000.

8C - 1000 TC. No. 1000. No. 1000. No. 1000.

8D - 1000 TC. No. 1000. No. 1000. No. 1000.

8E - 1000 TC. No. 1000. No. 1000. No. 1000.

8F - 1000 TC. No. 1000. No. 1000. No. 1000.

8G - 1000 TC. No. 1000. No. 1000. No. 1000.

8H - 1000 TC. No. 1000. No. 1000. No. 1000.

8I - 1000 TC. No. 1000. No. 1000. No. 1000.

8J - 1000 TC. No. 1000. No. 1000. No. 1000.

8K - 1000 TC. No. 1000. No. 1000. No. 1000.

8L - 1000 TC. No. 1000. No. 1000. No. 1000.

8M - 1000 TC. No. 1000. No. 1000. No. 1000.

8N - 1000 TC. No. 1000. No. 1000. No. 1000.

8O - 1000 TC. No. 1000. No. 1000. No. 1000.

8P - 1000 TC. No. 1000. No. 1000. No. 1000.

8Q - 1000 TC. No. 1000. No. 1000. No. 1000.

8R - 1000 TC. No. 1000. No. 1000. No. 1000.

8S - 1000 TC. No. 1000. No. 1000. No. 1000.

8T - 1000 TC. No. 1000. No. 1000. No. 1000.



U.S. A.F. U.S.  
U.S. Ops. Station Lyden, SORTIE REPORT  
H.Q. 205 Group B.A.F. (T.M.A.)

H.W.F. Form

Sheet No. 5	Came From No.	Date: Sept. 27/42	Signature: J.P.B.G.
Type of Aircraft: B. 24D	Aircraft No.: 20	Crew: Capt. P.J. Long 2nd Lt. J.A. Evans 1st Lt. A.W. Postelle 1st Lt. B. Del-Monster Sgt. B.W. Burgin Sgt. G.A. Griggs Sgt. B.V. Madison Sgt. A.G. Hall	
Time Up: 13:10	Time Down: 00:30	Aerodrome or L.O. <i>[Signature]</i>	
Total Time:			

Type of Cloud: <i>Clouds</i>	Amount of Cloud: <i>100%</i>	Map or Chart: <i>AS 12 (5)</i>
State of Cloud: <i>100%</i>	Visibility: <i>100%</i>	Reference: <i>AS 12 (5)</i>
General Weather: <i>100%</i>		

Task or Duty: *Reconnaissance*

Time	Height	Remarks	Narrative
13:10	1000	1000	<i>[Handwritten notes]</i>
13:30	1000	7	<i>[Handwritten notes]</i>
14:10	1000	1000	<i>[Handwritten notes]</i>
14:30	1000	2	<i>[Handwritten notes]</i>
14:50	1000	1000	<i>[Handwritten notes]</i>
15:10	1000	1000	<i>[Handwritten notes]</i>
15:30	1000	1000	<i>[Handwritten notes]</i>
15:50	1000	1000	<i>[Handwritten notes]</i>
16:10	1000	1000	<i>[Handwritten notes]</i>
16:30	1000	1000	<i>[Handwritten notes]</i>
16:50	1000	1000	<i>[Handwritten notes]</i>
17:10	1000	1000	<i>[Handwritten notes]</i>
17:30	1000	1000	<i>[Handwritten notes]</i>
17:50	1000	1000	<i>[Handwritten notes]</i>
18:10	1000	1000	<i>[Handwritten notes]</i>
18:30	1000	1000	<i>[Handwritten notes]</i>
18:50	1000	1000	<i>[Handwritten notes]</i>
19:10	1000	1000	<i>[Handwritten notes]</i>
19:30	1000	1000	<i>[Handwritten notes]</i>
19:50	1000	1000	<i>[Handwritten notes]</i>
20:10	1000	1000	<i>[Handwritten notes]</i>
20:30	1000	1000	<i>[Handwritten notes]</i>
20:50	1000	1000	<i>[Handwritten notes]</i>
21:10	1000	1000	<i>[Handwritten notes]</i>
21:30	1000	1000	<i>[Handwritten notes]</i>
21:50	1000	1000	<i>[Handwritten notes]</i>
22:10	1000	1000	<i>[Handwritten notes]</i>
22:30	1000	1000	<i>[Handwritten notes]</i>
22:50	1000	1000	<i>[Handwritten notes]</i>
23:10	1000	1000	<i>[Handwritten notes]</i>
23:30	1000	1000	<i>[Handwritten notes]</i>
23:50	1000	1000	<i>[Handwritten notes]</i>
00:10	1000	1000	<i>[Handwritten notes]</i>
00:30	1000	1000	<i>[Handwritten notes]</i>

PART B (continued) to be completed separately and marked as such in H.Q. B.A.F. M.E. Form 100-100

Station: 100-100

100-100



6/7/50 - (1) on the (2) side of  
 of Eastern side (3) South side  
 (4) very early in the morning (5) 30/21 and  
 0.01

80 - Mottled brown 15 19 000 1000

81 - After A/C was No. 2 ship in the harbor  
 & 03 ship center. (6) 1000 1000

Shipping is going on - possible to "BBER"

(over line) - about 3,000 - 1000

8 x 1000 for British 6/7 10 1000 1000

Shipping is going on - 10 1000

82 - 5 B - 1000 1000 1000 1000 1000 1000  
 West of (7) 1000 1000 1000 1000 1000 1000

83 - 1000 1000 1000 1000 1000 1000

84 - A/A 1000 1000 1000 1000 1000 1000

85 - 1000 1000 1000 1000 1000 1000

86 - 1000 1000 1000 1000 1000 1000

87 - 1000 1000 1000 1000 1000 1000

88 - 1000 1000 1000 1000 1000 1000

89 - 1000 1000 1000 1000 1000 1000

90 - 1000 1000 1000 1000 1000 1000

91 - 1000 1000 1000 1000 1000 1000

92 - 1000 1000 1000 1000 1000 1000

93 - 1000 1000 1000 1000 1000 1000

94 - 1000 1000 1000 1000 1000 1000

95 - 1000 1000 1000 1000 1000 1000

96 - 1000 1000 1000 1000 1000 1000

97 - 1000 1000 1000 1000 1000 1000

98 - 1000 1000 1000 1000 1000 1000

99 - 1000 1000 1000 1000 1000 1000

100 - 1000 1000 1000 1000 1000 1000



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U.S. Navy U.S. Navy U.S. Navy  
U.S. Navy U.S. Navy U.S. Navy  
U.S. Navy U.S. Navy U.S. Navy

FORM 1

Sheet No. 1	Order Ref. No.	Date Sept. 27/42	Squadron 1 P.B.G.
Type of Aircraft B-24D	Aircraft No. 21	Crew Capt. H.E. Adams 1st Lt. Lin Parker Capt. R.B. Kirkaldy Sgt. H.V. Orrin Sgt. D.W. Waters Cpl. J.B. LaRue Cpl. R.O. Woody	
Aircraft Letter H	Time Up 13:16	Aerodrome or L.O. [Signature]	
Time Down 00:18	Total Time		

Type of Cloud Clear	Map or Chart Reference
Amount of Cloud 100%	
Base of Cloud 20,000	
Visibility 5/10	
General Weather Fair	

Task or Duty: Bombing run to [Location]

Time	Height	Phase	Narrative
13:16		Take off	[Handwritten notes]
19:16	20,000	Bombing	[Handwritten notes]
00:18		Land	[Handwritten notes]

PART 3 (on reverse) to be completed and returned to [Location]

U.S. Navy

P.T.O.







AA One large MV east of George  
 at 530 (B=15) two small vessels  
 at 26-27 A (B=15) one large MV  
 at 32C (B=15)

BB 1921-22

BC made run on course of 80° at  
 release 58000 12TD in train  
 70 ft interval on MV at 030

BD no results  
 BD This r/c took lead when it left lead  
 left formation

BE AA started late it was not working

BT nil

BC 4 photos

BT landed with no gas

No EA



THIS PAGE IS

DIN

U.S. A.F. M.F.

U.S. Operations Report

H. C. 205 Group

(7-1)

RAAF Form

8-1

Sheet No.	1	Date	27/42	Time	1 P.M.
Type of Aircraft	B-24D	Captain	J.M. Ramsey	1st Lt.	S.H. Woltman
Aircraft No.	5	Crew	1st Lt. D.D. O'Meara	Sgt.	E.D. Jenkins
Aircraft Letter	D		Sgt. A.C. Montgomery	Sgt.	O.C. Handley
Time Up	13:05		Sgt. H. B. Bloor		
Time Down	00:15				
Total Time	00:15				
		Aerodrome in L.O.	1/1000		

Type of Cloud	none at target	Map or Chart	
Amount of Cloud		Reference	
Base of Cloud			
Visibility	good at target		
General Weather	good		

Task or Duty	Targeting	Remarks	Good
--------------	-----------	---------	------

Time	Height	Distance	Narrative
1716			1st Lt. O'Meara
1721			released bombs



GA Large MV east of Geo one large  
vessel at 26C (B2/5)

BA 1925-

BC made run on course of 80° Dropped  
5X1000 112 T.D. in train 90 ft. water

BD saw elements could fall west of  
George at 29B (B2/5) & straddle  
pithy. Burst observed in water  
at 27F (B2/5) from east element

BE A.C. bearing & accurate for  
height & range

BF nil

BG x photo tank

BH nil saw 19 to 20 ft. A.C. in  
to be dark due east of our  
W.O.E.A.



Dist: H.Q. U.S. A.F. M.E.  
U.S. Operations Lyda  
H.Q. 205 Group P.A.F.

**SORTIE REPORT**

Sheet No. *1*      Orig. Ref. No. *205*      Date: *27/2*      Squadron: *P. 270*

Type of Aircraft *B. 24D*

Aircraft No. *44-2387*

Aircraft Letter *1*

Captain *1st Lt. J. W. B. B. B.*  
1st Lt. *1st Lt. J. W. B. B. B.*  
2nd Lt. *1st Lt. J. W. B. B. B.*  
3rd Lt. *1st Lt. J. W. B. B. B.*  
4th Lt. *1st Lt. J. W. B. B. B.*  
5th Lt. *1st Lt. J. W. B. B. B.*  
6th Lt. *1st Lt. J. W. B. B. B.*  
7th Lt. *1st Lt. J. W. B. B. B.*  
8th Lt. *1st Lt. J. W. B. B. B.*  
9th Lt. *1st Lt. J. W. B. B. B.*  
10th Lt. *1st Lt. J. W. B. B. B.*

Time Up *13:05*

Time Down *14:00*

Total Time *55*

Aircraft or L.O. *1st Lt. J. W. B. B. B.*

Type of Cloud *uncollected*

Amount of Cloud *0*

Base of Cloud *0*

Visibility *9.00*

General Weather *good*

Location of Clouds

Reference

Task or Duty *6.00 for 11/11 B. 24D*

*1st Lt. J. W. B. B. B.*

Time	Height	Place	Narrative
<i>1910</i>	<i>2300</i>	<i>right hand</i>	<i>1st Lt. J. W. B. B. B.</i>
<i>1915</i>		<i>right hand</i>	<i>1st Lt. J. W. B. B. B.</i>

PART 9 (on reverse) to be completed according to instructions

FORM 100-100-100-100

P.T.O.











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U.S. Form 96A  
5-55A (Naval)

# MESSAGE FORM

Office Serial No.

Call	IN	Naval Grade <b>GR</b>	Office Data Stamp  11057 5 FEB 57
and			
Perfor. OUT			

TO: 25AF (JUMP) KALIFORNIA 255 GROUP HQ

FROM: 1ST PRINCEB. ROAD HP

1. NAME	2. NAME	3. NAME	4. NAME	5. NAME
6. NAME	7. NAME	8. NAME	9. NAME	10. NAME
11. NAME	12. NAME	13. NAME	14. NAME	15. NAME
16. NAME	17. NAME	18. NAME	19. NAME	20. NAME
21. NAME	22. NAME	23. NAME	24. NAME	25. NAME
26. NAME	27. NAME	28. NAME	29. NAME	30. NAME
31. NAME	32. NAME	33. NAME	34. NAME	35. NAME
36. NAME	37. NAME	38. NAME	39. NAME	40. NAME
41. NAME	42. NAME	43. NAME	44. NAME	45. NAME
46. NAME	47. NAME	48. NAME	49. NAME	50. NAME
51. NAME	52. NAME	53. NAME	54. NAME	55. NAME
56. NAME	57. NAME	58. NAME	59. NAME	60. NAME
61. NAME	62. NAME	63. NAME	64. NAME	65. NAME
66. NAME	67. NAME	68. NAME	69. NAME	70. NAME
71. NAME	72. NAME	73. NAME	74. NAME	75. NAME
76. NAME	77. NAME	78. NAME	79. NAME	80. NAME
81. NAME	82. NAME	83. NAME	84. NAME	85. NAME
86. NAME	87. NAME	88. NAME	89. NAME	90. NAME
91. NAME	92. NAME	93. NAME	94. NAME	95. NAME
96. NAME	97. NAME	98. NAME	99. NAME	100. NAME

1. NAME	2. NAME	3. NAME	4. NAME	5. NAME	6. NAME	7. NAME	8. NAME	9. NAME	10. NAME
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1. NAME	2. NAME	3. NAME	4. NAME	5. NAME	6. NAME	7. NAME	8. NAME	9. NAME	10. NAME
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Department is responsible that these details are transferred to the appropriate parties of the message form to be used as all possibility of compromising or disclosing details, etc. by handling to remove from application form.



HEADQUARTERS  
1st Provisional Bombardment Group  
U.S.A. Middle East Air Force

PSZ/md.

28th September, 1942.

To:- Commanding General, Headquarters, U.S.A. M.E.A.F.

1. Enclosed are Sortie Reports of Mission No. 51 of the 1st Provisional Bombardment Group - attack on Benghazi, September 27th 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0135 hours L.T. September 28th, 1942.

C O P Y

To:- Commanding General, U.S.A. M.E.A.F.

From:- 1st Provisional Bomb Group. 646 28/9 11 ST SECRET.

L. Lydda A. First Provisional Bombardment Group D.1302 L.T.  
B. Seven B. 24D. E. Shipping Benghazi Harbor H. 5 x 1,000 G.P. .12  
TD. F. 1921 L.T. J. No cloud G. 23000 ft. Inter large m/v East of  
George Map B/2(5) was target. Bombs fell in harbor and straddled  
jetty west of George. No hits claimed. one aircraft returned with  
bombs before reaching target, oxygen difficulties. One aircraft bombed  
unidentified town 25 miles east of Benghazi on heading of 70°. No  
results observed. K. heavy accurate. L. none. M. none. Q.0030 L.T  
P. Lydda.

PAUL S. ZUCKERMAN,  
Major A.A.F.  
Group S.2.



THIS PAGE IS UNCLASSIFIED

Squadron

Date

7/8/42

1st Prov. Bomb Group

Station

Lydda

OPERATIONS LOG

NUMBER OF AIRCRAFT IN COM. 7  
NUMBER OF AIRCRAFT OUT COM. 18  
TOTAL 25  
NUMBER OF AIRCRAFT USED 7  
TYPE OF AIRCRAFT 13-24-D  
NATURE OF MISSION SHIPPING IN TORREK HARBOR

TARGET DATA

FIGHTER ESCORT NONE  
TIME OF TAKE OFF 1500 LT  
ALTITUDE IN 24,000'  
TIME AND DURATION OF ATTACK 19:26 to 19:36 LT  
ALTITUDE OF ATTACK 24,000'  
ALTITUDE OUT 10,000'  
TIME OF LANDING 19:00 L.T.  
WEATHER ENCOUNTERED SCATTERED CUMULUS - No

BOMB TYPE 1000 LB.  
BOMB TYPE BRUSH G.P.  
FUSING 12 SEC. TAIL DELAY  
TIME OF RELEASE TRAIN AT 70' INT.  
RESULTS FIRE STARTED DOCK AREA - Pos. 140 MAP T 1 (1)

FIGHTER OPPOSITION NONE

ENEMY TACTICS EMPLOYED

SEARCH LIGHT LOCATION  
ANTI-AIRCRAFT OPPOSITION MEDIUM AND HEAVY TYPE  
NUMBER OF AIRCRAFT RETURNED ALL  
NUMBER OF AIRCRAFT HIT NONE  
NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY BOMBERS NONE  
NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY FIGHTERS



Squadron

Date 7/8/42

1st Prov. Bombrs Group

Station Lydda

## OPERATIONS LOG

NUMBER OF AIRCRAFT IN COM. 7  
 NUMBER OF AIRCRAFT OUT COM. 18  
 TOTAL 25  
 NUMBER OF AIRCRAFT USED 7  
 TYPE OF AIRCRAFT B-24-D  
 NATURE OF MISSION SHIPPING IN TEBRUK HARBOR

## TARGET DATA

FIGHTER ESCORT NONE  
 TIME OF TAKE OFF 1500 L.T.  
 ALTITUDE IN 24,000'  
 TIME AND DURATION OF ATTACK 19:26 to 19:36 L.T.  
 ALTITUDE OF ATTACK 24,000'  
 ALTITUDE OUT 10,000'  
 TIME OF LANDING 23:00 L.T.  
 WEATHER ENCOUNTERED SCATTERED CUMULUS - No

BOMB SIZE 1000 LB.  
 BOMB TYPE BRITISH G.P.  
 FUSING .12 SEC. TAIL DELAY  
 TIME OF RELEASE TRAIN AT 75' INTERVAL  
 RESULTS FIRE STARTED DOCK AREA - Pos. 140 MAP T1(1)

FIGHTER OPPOSITION NONE

ENEMY TACTICS EMPLOYED

SEARCH LIGHT LOCATION

ANTI-AIRCRAFT OPPOSITION MEDIUM AND HEAVY TYPENUMBER OF AIRCRAFT RETURNED ALLNUMBER OF AIRCRAFT HIT NONENUMBER OF ENEMY AIRCRAFT SHOT DOWN BY BOMBERS NONENUMBER OF ENEMY AIRCRAFT SHOT DOWN BY FIGHTERS NONE



P.T.O.

as in H.Q. R.A.F. M.E. Instruction 34.

2012 / P.M.E. - 200,000 - 3/12

PART B (on reverse) to be completed

Time	19:36
Height	5000
Place	100 ft
Narrative	<p>Temp not recorded</p> <p>The 4th was the 1st element</p> <p>Four were from W.T.E. - 1st element</p> <p>above (thunder) impact noted in 015 area</p> <p>near for the large - M/V was approximately 014</p> <p>After firing but inaccurate to the 4th</p> <p>E/N. Several elements lost - no action</p> <p>Further from 100 ft</p>

Task or Duty	Jobruk
Type of Cloud	Amount of Cloud
Base of Cloud	Visibility
General Weather	Reference
Map or Chart	Map or Chart
Time Up	14.58 Lyda L.F.
Time Down	03:25
Total Time	
Type of Aircraft	B.24D
Aircraft No.	24
Aircraft Letter	
Opres. Ref. No.	
Date	6 August
Squadron	Hel
Aerodrome or L.G.	
Crew	<p>Major W.A.R. Penneil</p> <p>1st Lt. W. Steward</p> <p>1st Lt. I. Dalgie</p> <p>Crew. W/Sgt. S. Tealboe</p> <p>Sgt. S. Tedunkins</p> <p>Sgt. A. Patrick</p> <p>1st Lt. H. Shilling</p> <p>Sgt. W.W. Mayhaw</p>

SORTIE REPORT (Part A)

U.S.A.A. 100  
Operat a Lyda  
206 Group R.A.F.

H.A.F. 100



H.Q. U.S.A.F. M.E. SORTIE REPORT  
U.S. Operations Lydda (Part A)  
H.Q. 205 Group R.A.F.

R.A.F. Form 31 A.

Sheet No.	Oprep. Ref. No.	Date. 6 August	Squadron. Hal
Type of Aircraft. E.44D.	Aircraft No. 14	Captain Capt. Toomey Lt. Broadwell	Crew. Lt. O'Meara Sgt. Jenkins Cpl. Blook Sgt. Hundley Cpt. Street Sgt. Montgomery
Aircraft Letter.	Time Up. 15.05 Lydda L.T.	Aerodrome or I.G.	
Time Down. 23:20	Total Time.		

Type of Cloud. Scattered cumulus  
Amount of Cloud. Less than 1/10  
Base of Cloud.  
Visibility. Very Good  
General Weather. B. & C.

Map or Chart  
Reference.

77(1)

Task or Duty. Tobruk 5 x 1000 lbs. 14 T.D.

Time	Height.	Place.	Narrative.
19:29	24,200	Tobruk	<p>Drop out uneventful Ship up was in Las L. element dropping from NW to SE. 1st. line released in turn (75' interval) Result of the burst 2 then 1c not correct - One fire position N10 - Smoke dark grey in color. Back area and hinterland bombing of British Lines. Five large M/V entrance of harbor course NNW. Another M/V position T.16 - This vessel appeared to be a fire -</p> <p>After action 1c was bombed by at least 2 bursts - Miss 2 the 1c were fired at 17- ships which were following - The Coastal battery located at U.12 - 8 large guns - E/P. Several pursuit seen taking off - but no action resulted -</p> <p>2 pictures taken - but the photographer was unfamiliar with operation of camera -</p>

PART B (on reverse) to be completed  
2312 / P.1EJ - 230,100 - 3.42

Pro forma in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.



U.S. ... SORTIE REPORT  
 U.S. Operat. 28 Lydda (Part A.)  
 H.Q. 205 Group R.A.F.

Sheet No.	Oprep. Ref. No.	Date. 6 August	Squadron. Hal
Type of Aircraft. B.24D.		Captain 1st Lt. Crouchley J.A.	
Aircraft No. 5		1st Lt. J.L. Yelvington.	
Aircraft Letter.		Crew 1st Lt. W.R. Joyner	
		Cpl. R. Venegas	
		S/Sgt. R. Alexander	
		Sgt. C.F. Weingart	
		Sgt. J. Saia	
Time Up. 15.00 Lydda 1.T.			
Time Down. 22.45			
Total Time. 7:45			
		Aerodrome or L.G.	

Type of Cloud. Scattered Strato cumulus	Map or Chart Reference.
Amount of Cloud. 100-150	
Base of Cloud.	
Visibility. Good	
General Weather. Good	

Task or Duty. Tobruk 5 x 1000 lbs. 12 T.D.

Time	Height	Place	Narrative.
17:08	24,000	Tobruk	<p>Target successful</p> <p>This C/C was in 1st element</p> <p>Runway was made from W to E and</p> <p>bombs were released in train (70' interval) on</p> <p>area L18. The results of bombing from other</p> <p>C/Cs observed. At least four large M/Vs observed</p> <p>one large M/V position Q18</p> <p>A/P - negligible as far as this C/C was concerned</p> <p>E/A One observed but no action resulted -</p> <p>3. p for Target successful -</p> <p>Approximately 15 objectives were taken -</p> <p>Position F &amp; G showed concentration of supplies</p> <p>(apparently bombs) and motor transport - Considerable</p> <p>activity noted in this general area - Also in</p> <p>position HZ. This was also time J R 19 -</p>



R.A.F. Fgnd 11 A.

Task or Duty. Tobruk - 5 x 1000 lbs. .12 T.D.

PART B (on reverse) to be completed for use as a pro-forma in H.Q. R.A.F. M.E. Instruction 34.







U.S. OPERATING GROUP  
205 GROUP R.A.F.

Sheet No.	Open Helmet	Date August	Squadron No.
Type of Aircraft	B-24D	Captain	Major J. H. Payne
Aircraft No.	16	Coast	Major O. S. Patterson Jr.
Aircraft Letter			1st Lt. Alvin Swanson
			1st Lt. E. E. Loeblor
			1st Lt. J. H. DeLoach
			1st Lt. J. J. Postley
			1st Lt. C. D. Postley
Time Up	14:55 (by day)		
Time Down			
Total Time	01:55		
Type of Cloud	No cloud		Major Chert
Amount of Cloud	Total 0/10		Reference
Base of Cloud			
Visibility	Good		
General Weather	Clear		
Task or Duty	Observe		

Time	Height	Place	Narrative
10:15	1000	1000	1000
10:30	1000	1000	1000
10:45	1000	1000	1000
11:00	1000	1000	1000
11:15	1000	1000	1000
11:30	1000	1000	1000
11:45	1000	1000	1000
12:00	1000	1000	1000
12:15	1000	1000	1000
12:30	1000	1000	1000
12:45	1000	1000	1000
13:00	1000	1000	1000
13:15	1000	1000	1000
13:30	1000	1000	1000
13:45	1000	1000	1000
14:00	1000	1000	1000
14:15	1000	1000	1000
14:30	1000	1000	1000
14:45	1000	1000	1000
15:00	1000	1000	1000
15:15	1000	1000	1000
15:30	1000	1000	1000
15:45	1000	1000	1000
16:00	1000	1000	1000
16:15	1000	1000	1000
16:30	1000	1000	1000
16:45	1000	1000	1000
17:00	1000	1000	1000
17:15	1000	1000	1000
17:30	1000	1000	1000
17:45	1000	1000	1000
18:00	1000	1000	1000
18:15	1000	1000	1000
18:30	1000	1000	1000
18:45	1000	1000	1000
19:00	1000	1000	1000
19:15	1000	1000	1000
19:30	1000	1000	1000
19:45	1000	1000	1000
20:00	1000	1000	1000
20:15	1000	1000	1000
20:30	1000	1000	1000
20:45	1000	1000	1000
21:00	1000	1000	1000
21:15	1000	1000	1000
21:30	1000	1000	1000
21:45	1000	1000	1000
22:00	1000	1000	1000
22:15	1000	1000	1000
22:30	1000	1000	1000
22:45	1000	1000	1000
23:00	1000	1000	1000
23:15	1000	1000	1000
23:30	1000	1000	1000
23:45	1000	1000	1000
24:00	1000	1000	1000







HEADQUARTERS  
FIRST PROVISIONAL BOMB GROUP  
U.S.A. MIDDLE EAST AIR FORCE

MISSION NO. 39

7th August 1942

To:- Commanding General, Headquarters, U.S.M.E.A.F.

1. Enclosed are Sortie Reports of Mission No.39 of First Provisional Bomb Group - attack on Tobruk. 6th August 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0030 hours L.T. 7th August 1942.

COPY

To:- Commanding General, U.S.A.A.F. M.E.

From:- 1st Prov. Bomb Group P.B.G. 157 7/8

MOST SECRET

Seven B.24 airplanes attacked Tobruk. One fire started dock area position 14 C map T 1(1). Two large M/V's observed in harbor. 20 hits (x). No hits claimed on shipping. Bomb loading 35 x 1000 lbs. G.P. Operational time 56 hours 17 minutes.

F.H. Shumaker  
Colonel U.S.A.  
Senior Intelligence Officer



SORTED REPORTS  
September 1942

No.	Date	From	Synopsis
1.	2/9/42	Hq. 1st Prov Bomb Group	Attack on Candia on September 1, 1942
2.	4/9/42	"	Attack on Convoy in Mediterranean on September 3, 1942.
3.	8/9/42	"	Attack on Convoy in Mediterranean on September 7, 1942.
4.	10/9/42	"	Attack on Tobruk Harbor on September 9, 1942.
5.	14/9/42	"	Attack on Tobruk on September 13, 1942.
6.	14/9/42	"	Attack on Benghazi on September 13, 1942.
7.	17/9/42	"	Attack on Benghazi on September 16, 1942.
8.	23/9/42	"	Attack on Benghazi on September 22, 1942.
9.	28/9/42	"	Attack on Benghazi on September 27, 1942.



THIS PAGE IS UNCLASSIFIED

BORTIE REPORTS FOR AUGUST 1942  
Missions 39 to 42 inc...

No.	Date	From	Synopsis
1.	7/8/42	1st Prov Bomb Group	Attack on Tobruk
2.	25/8/42	"	Attack on Tobruk
3.	27/8/42	"	Attack on Convoy Mediterranean
4.	31/8/42	"	Attack on Tobruk



Р.А.Р. Form 51A

Р.А.Р. Form 51A

1-0 1-3



SORTIE REPORT  
(Part A.)

H.A.F. Form 417A1

Sheet No.	Opreg. Ref. No.	Date: 27.8.42	Squadron: L.H.B.G.
Type of Aircraft: B. 24D.	Aircraft No.: 17	1st Lt. G.A. Uhrich (Captain) 1st Lt. F.R. Schmidt 1st Lt. Allen V. Hopkins Crew: S. Sgt. D.L. Walters S. Sgt. D.A. Williams Sgt. H.C. Vanness S. Sgt. D.A. Tanno	
Aircraft Letter:	Time Up: 15:10 Lydda	Aerodrome or L.G.: Lydda	
Time Down: 15:55 L7	Total Time: 8:45		

Type of Cloud: Scattered to Broken Clouds	Map or Chart Reference:
Amount of Cloud: 3/10	
Base of Cloud: 2 - 10,000 ft	
Visibility: Hazy	
General Weather: Good	

Task or Duty: Convoy Mediterranean 5 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
1400	15,000		Nothing seen in West until - Did not locate the Convoy Station over 23.00 - 15.23.00 East 15.30 - 15.35.10 from 19.00 LT 20.10 LT
20.10	4500		Intermittent clouds & sea at 21.00 No ships of any description seen. The 1st formation Port side. Low level contact primary in the 2nd formation Snake formation at 21.40.00. Low level formation. Nothing of any importance

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 31.



(Capt. line) and looking for 2000  
 followed the course for 23 and  
 spotted 2 modern cargo vessel at  
 (34-<sup>50</sup>~~35~~) (V3-25) at 20 00 hours

Vessels were proceeding on course of  
 160°

The A/C made run on course of  
 275° - visibility extremely poor and  
 target not clearly picked up in darkness

Observed bombs to hit in train -  
 1st bomb 300 yds and 75 yds in line  
 between other bombs

Observed bombs of ship was 21 to  
 least 500 yds and 100 yds

N

W

→ 21  
 → 21

S







Four lights seen 9.5 miles approx 1.5 miles

Circle - area of 1.5 miles at 21.20 LT

Four surface vessels (one night light for each ship)

At 21.20 another light seen on surface

5.5 miles SE of Circle

NO E/A

NO S/L

21.30 LT - Circles of 1.5 miles

Little grey smoke seen coming from ship

At 21.30 7.5 miles SE of Circle light not seen

amply 1.5 miles from this 1.5 miles from ship

This ship was accompanied by no 12 Capt

Starboard side light seen 1.5 miles

140-160 ft for ship Starboard side No smoke

Clamshell

Nothing else observed



**SORTIE-REPORT**  
**(Part A)**

**P.A.P. 2007-01**

Sheet No. 1	Oprep. Ref. No.	Date 27.8.42	Squadron 1 H.B.G.
Type of Aircraft B. 24D.	Aircraft No. 21	Aircraft Letter.	Capt. J.W. Sibert Captain 1st Lt. R.L. Rhodes Capt. P.B. Rang Crew 6 Sgt. L.A. Whitley Sgt. A.T. Patrick Cpl. J.R. Peterson Cpl. R.J. Coutre
Time Up. 15:19 Lydda	Time Down.	Total Time. 00:21	Aerodrome or L.G. Lydda
Type of Cloud. Cu.	Amount of Cloud. 6/8	Base of Cloud. 4000	Map or Chart Reference
Visibility. 10	General Weather. Good	Task or Duty. Convoy Mediterranean	5 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
2000 47	61.50		<p>Notly observed in way out of the old at  34.50 N. 25.25 East righted convey  1 line 500 ft long approx. 1 line 1000 ft long  <del>about</del> about 1000 ft. M.V. 100-1200  <del>the</del> the North is 1000 ft. of E. line  the convey was North is 1000 ft. of E. line  the conveyed (not) 1000 ft. of E. line  level. turned south, 1000 ft. of E. line  the turned at left. the 1000 ft. of E. line  followed 1000 ft. of E. line  M.V. turned left to collect convey  No. 1000 ft. of E. line  the could be found in the M.V.  Assistant the M.V. from 1000 ft. of E. line  Veridely 1000 ft. of E. line  300 yds in 1000 ft. of E. line  results claimed 1000 ft. of E. line  1000 ft. of E. line</p>



# U.S. A.F. Form 441-A **SORTIE REPORT** **(Part A)**

Sheet No.	Opere. Ref. No.	Date 27.8.42	Squadron 1 H.B.G.
Type of Aircraft. B. 24D.	Aircraft No. 22	Major M.R. Fennell Captain 1st Lt. W.S. Stenart 1st Lt. E.C. Daigle Crew: Sgt. J.F. Taulbee S. Sgt. M.H. Dague Sgt. K.P. McJunkins Sgt. A.R. Patrick Sgt. W.W. Mayhew	
Aircraft Letter.	Time Up. 15:08 Lydda	Aerodrome or L.G. Lydda	
Time Down.	Total Time 00:35 A 27		
Type of Cloud. low stratus	Amount of Cloud. 4/10	Map or Chart Reference.	
Base of Cloud. 3000 ft	Visibility: 1/2 mi. clear		
General Weather. Cloud			
Task or Duty. Convoy Mediterranean 5 x 1000 G.P. .12 T.D.			

Time.	Height.	Place.	Narrative.
1436			Nothing seen on way to Lydda
1421	12500		<p>One B-24 seen S. of Lydda. 40 miles NW. of Lydda. Taken. Stranded.</p> <p>Paulson 19.59. LT. 40 knots. Thence north for 2.25.0. from Lydda for 40 knots. Thence north for 6.5.16. at 210. 1 hour.</p> <p>Stranded seen the Convoy.</p> <p>Nothing observed on way home.</p> <p>for Prisoner Darts back</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2912 / P.M.E. - 200,000 - 2/42

P.T.O.



The A/C was attached to a F-104  
by night fighter — unidentified but  
should to make a pass from rear  
angle (5:00 o'clock). Was then  
engaged ship. The A/C was unable  
to return fire and engagement broken  
off.

Remainder of trip back uneventful.  
The A/C brought back back load.



## SORTIE REPORT

(Part A)

H.A.P. Form 41-A-9

Sheet No.	Opren. Ref. No.	Date 27.8.42	Squadron 1 H.B.G.
Type of Aircraft B. 24D.	Aircraft No. 3	1st Lt. E.A. Crouhley Captain 1st Lt. F.W. Milan 1st Lt. W.R. Joyner Crew Sgt. J. Saia Sgt. Komarke Sgt. E.P. Woingart Sgt. R. Alexander	
Aircraft Letter B	Time Up 15:20 Lydda	Aerodrome or L.G. Lydda	
Time Down 00:40	Total Time 8hr 50		
Type of Cloud Strato-cumulus	Amount of Cloud 3/10 - 5/10		
Base of Cloud 3000	Visibility 150 miles - 1000	Map or Chart Reference	
General Weather Cumulus to 4000 - 1/10	Task or Duty Convoy Mediterranean	5 x 1000 G.P. 12 T.D.	

Time	Height	Place	Narrative
			<p>The A/C was No. 4 in 3rd element.</p> <p>Followed formation to Jordan River point and headed formation as shown in other sortie report.</p> <p>Observed 1 ship take up westerly heading from 1st element but followed formation leader in course.</p> <p>Some smoke seen in air and 1st element some under attack.</p>

PART B (on reverse) to be completed by pilot in command of aircraft in H.Q. H.A.P. M.C. Instruction 34.

H.A.P. Form 41-A-9

P.T.O.



at no time followed the  
leader who turned to East heading  
for home.

Trip back uneventful.

Just said down at 11:00.



SORTIE REPORT  
(Part A)

H.A.F. Form 1

Sheet No. 1	Opren. Ref. No.	Date 27.8.42	Squadron 1 H.B.G.
Type of Aircraft B. 24D.	Aircraft No. 1	1st Lt. J.R. Wilcox Captain 1st D. H.G. Miller 1st Lt. H.W. Ebert Crew Sgt. D.J. Williams Sgt. N. Hook Cpl. A. Phillip Sgt. Moran	
Aircraft Letter U	Time Up 15:27 Lydda	Aerodrome or L.G. Lydda	
Time Down 14:50	Time Up		
Total Time 8 hrs 33"	Time Down		
Type of Cloud Strato-cumulus	Amount of Cloud 3/10 = 5/10	Map or Chart Reference	
Base of Cloud 3000	Visibility 6-12		
General Weather			

Task or Duty: Convoy Mediterranean 8 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
			This A/C was #1 in 3rd element The A/C followed formation to detain port Jackson's arriving at 19:20 P.T. Took up heading of 145° for 17° - then turned heading of 360° for 17° - then 170° for 10° at 20:10 took up heading of 90° for Lydda The A/C observed 2 ships of 1st element return to my 1st (west)

PART B (on reverse) to be completed according to relevant pro-forma in H.O. 11 A.F.M.E. Instruction 31.



THIS PAGE

R.A.F. Form 41A

SORTIE REPORT  
(Part A)

Sheet No. <u>1</u>	Oprep. Ref. No.	Date <u>27.8.42</u>	Squadron <u>1 H.B.G.</u>
Type of Aircraft <u>B.24D.</u>		1st Lt. <u>R.A. Soukup</u>	
Aircraft No. <u>30</u>		Captain <u>2nd Lt. R.M. Critchfield</u>	
Aircraft Letter <u>X</u>		2nd Lt. <u>W.W. Hannah</u>	
		Crew Sgt. <u>R.B. Olondenen</u>	
		Sgt. <u>E.V. Harris</u>	
		Sgt. <u>R.T. Marchese</u>	
		Sgt. <u>Labar</u>	
		Sgt. <u>J.H. Hart</u>	
Time up <u>15:12 Lydda</u>		<u>Sgt. S.C. Brown</u>	
Time Down <u>13:50</u>		Aerodrome or L.O. <u>Lydda</u>	
Total Time <u>8 hrs 38</u>		<u>RAF Sgt. Meene F.</u>	
Type of Cloud <u>Scattered Stratus Cum</u>		Map or Chart	
Amount of Cloud <u>4/10 to clear</u>		Reference	
Base of Cloud <u>3000</u>			
Visibility <u>Good</u>			
General Weather			

Task or Duty Convoy Mediterranean 3 x 1000 G.P. 12 T.D.

Time	Height	Place	Narrative
			<p>This A/c was the 3rd in the element followed in formation to Jackson. Continued point - then followed formation in cover of 500 ft. 500 ft. was over Jackson at 19:20 L.T.</p> <p>The pilot of the A/c which has ASV equipment observed this formation and headed for the A/c and then landed with landing gear for the ASV equipment. A/c - left formation and followed course.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.D. R.A.F. M.E. Instruction 34.

P.T.O.

37/CHC/11,200,000/1-12



SORTIE REPORT  
(Part A)

H.A.F. Form 441 A

Sheet No. <u>1</u>	Oprep Ref. No. <u>1</u>	Date <u>27.8.42</u>	Squadron <u>1 H.B.G.</u>
Type of Aircraft. <u>B. 24D.</u>	Aircraft No. <u>16</u>	Aircraft Letter. <u></u>	2nd Lt. N.O. Appold Captain 2nd Lt. G.H. Gerry 2nd Lt. D.O. Odell Crew Sgt. H.O. Barnes Pvt. F. Yakimovics Pvt. O. Anderson Pvt. Christensen Pvt. Veipert
Time Up. <u>15:22 Lydda</u>	Time Down. <u>00:10</u>	Total Time. <u>8 hrs 48"</u>	Aerodrome or L.C. <u>Lydda</u>
Type of Cloud. <u>Strato-Cumulus</u>	Amount of Cloud. <u>3/10 - 5/10</u>	Base of Cloud. <u>3000</u>	Map or Chart Reference. <u></u>
Visibility. <u>Good</u>	General Weather. <u></u>		
Task or Duty. <u>Convoy Mediterranean</u>		E.S. 1000 G.P. 12 T.D.	

Time.	Height.	Place.	Narrative.
19:20	15,000		<p>The A/c was #3 in 3rd element followed the A/c to Dutton point - arrived 19:20 L.T. and took up course of 240° for 15 minutes then took up course of 100° for 10 minutes - turned came to 190° for 15 minutes Observed #1 and #2 A/c in 1st element turn to west and commenced firing on the A/c. The A/c was following up.</p> <p>Came to Lydda</p>

PART B (on reverse) to be completed after

H.A.F. Form 441 A - M.E. Instruction 34.

1142/PNEJ-220,000-2-42

P.T.O.



SORTIE REPORT  
(Part A)

H.A.F. Form 13A

Sheet No.	Opren. Ref. No.	Date 27.8.42	Squadron 1 H.B.G.
Type of Aircraft B.24D.	Aircraft No. 10	Cpt. Paul J. Long 2nd Lt. J.A. Evans 1st Lt. A.W. Postelle Crew: Sgt. J.D. Stowe Sgt. B.W. Burgin Sgt. C.A. Griggs Sgt. P.V. Madsen Sgt. A.G. Hall	
Aircraft Letter.	Time Up. 15:25 Lydda	Aerodrome or L.G. Lydda	
Time Down.	Time 00.01		
Total Time.	8.36		
Type of Cloud. 3/10	Amount of Cloud. 5000 ft.	Map or Chart Reference.	
Base of Cloud. 5000 ft.	Visibility. Good 20-25 miles		
General Weather. Good			
Task or Duty. Convoy Mediterranean		5 x 1000 G.P. 12 T.D.	

Time.	Height.	Place.	Narrative.
1915	11,000		Nothing of note observed on way with the leading 3rd formation formation high together in line. Sighted area 19.12 - 20.12. Did not see anything. Bright clouds back. Did not see any ships at all. I was in the outward movement towards

PART B (on reverse) to be completed

7013/PME2-200-000-1/2

H.Q. R.A.F. M.E. Instruction 31.

P.T.O.



Realt. Form 56A  
9-575A (Naval)

# MESSAGE FORM

Office Serial No.

No. of Groups  
GR

Office Date Stamp

Call IN  
and  
Preface OUT

**MOST SECRET**

(Above this line is for Signals use only)

TO: HEADQUARTERS U.S. M.E.A.F. (R)

WIT GROUP  
ADVANCE  
MAJOR

FROM\*

Originator's Number  
360

Days  
28-8

Years/Mo. Number and Date  
KALISER

(Write horizontally)

TEN	B	V4	D	AIRCRAFT
ATTACKED	CONVOY	TWO	FOUND	TARGET
COMPOSED	ONE	MEDIUM	VEHICLE	ONE
MEDIUM	ESCUORT	VEHICLE	NO	HIT
CLAIMED	LOCATION	34-54	NORTH	V3-V5
LEAST	COURSE	160	SPEED	TEN
TO	TWELVE	KNOTS	TIME	OF
KILNICK	TWENTY	HUNDRED	LOCAL	TIME
FOUR	AIRCRAFT	JETTISONED	BOMBS	FOUR
SICUOIST	BACK	BOMBS	TOTAL	BOMBS
LOADING	48000	POUNDS	OPERATIONAL	TIME
HOURS	91	HOURS	3	MINUTES

This message must be sent AS WRITTEN and may be sent by W/T.

This message must be sent IN CAPTION and may be sent by W/T.

Originator's Instructions Degree of Priority

TIME OF ORIGIN

\*Originator to insert "NOT" if message is not to be sent by W/T over any part of the route. (Below this line is for Signals use only.)

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

TOTAL

The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc. by omitting to remove their significance from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.



HEADQUARTERS

1st Provisional Bombardment Group (H)  
U.S.A. Middle East Air Force

28 August, 1942

To: Commanding General, Headquarters, U.S.M.E.A.F.

1. Enclosed are Sortie Reports of Mission No.41 of 1st Provisional Bombardment Group - attack on Convoy, Mediterranean, 27 August, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0215 hours L.T. 28 August, 1942.

C O P Y

To:- Commanding General, Headquarters, U.S.M.E.A.F.

From: 1st Prov. Bomb Group 300 28/8 MOST SECRET

Ten B.24D. aircraft attacked convoy. Two found Target composed one medium Merchant Vessel, one medium Escort Vessel. No hits claimed. Location 34-54 North 23-25 East, course 160, speed ten to twelve knots. Time of attack twenty hundred local time. Four aircraft jettisoned bombs. Four brought back bombs. Total bomb loading 48000 pounds. Operational time 91 hours 3 minutes.

Paul S. Zuckerman  
Major A.A.F.  
Group S-2.



M. ROUTE. (Continued).

Wellington and H-lifax aircraft are to use "RED" route OUT and on RETURN but are to land at L.G. 224 if short of petrol. Liberators and B.24's are to use "GREEN" route OUT and on RETURN but are to use "BLUE" route if in distress.

N. TIME OVER TARGET. 0200 to 0300 hours L.T.

O. HEIGHT OVER TARGET. At discretion of CnC Wings and No.1 H.B. Group.

P. METHOD OF ATTACK. At discretion of CnC Wings and No.1 H.P.B. Group.

Q. PHOTOGRAPHS ARE REQUIRED. As many cameras as possible to be carried and photographs of the harbour are to be taken.

R. SIGNALS INSTRUCTIONS. Standard Signals Instructions are to be adopted.

S. ADDITIONAL INSTRUCTIONS.

CnC Wings and No.1 P.H.B. Group are Officers i/c Operations. Wings and No.1 H.P.B. Group are to pass ETD's, times of departure and routing of aircraft to the appropriate fighter Wing.

ANY MOVEMENTS SEEN ON RETURN JOURNEY ARE TO BE ATTACKED AND MACHINE-GUNNED.

Briefing.

Particular attention is to be paid to routing of aircraft in emergency and prohibited areas.

All sightings of enemy troops and M.T. concentrations are to be reported.

T. T.O.C. 1429/30 "C"

*A. P. J. Miles*  
Wing Commander, Operations,  
for Air Commodore,  
Air Officer Commanding,  
No. 205 Group, R.A.F.



236 Wing to operate from and return to KIL0 40.  
 238 Wing to operate from and return to KIL0 40.  
 242 Wing to operate from and return to KIL0 40.  
 245 Wing to operate from and return to KIL0 40.  
 3 aircraft to operate from and return to KIL0 40.  
 B-24's to return to LINDA.

1. 236 Wing. At discretion of OAC Wings and No. 1 H.B. Group.

Wellingtons (104 Squadron) - 1 x 4,000 lb G.P. bomb.  
 B-24's and Liberators - 1,000 lb G.P. bomb 12.  
 Halifaxes - 1,000 lb G.P. bomb fused tail inst. and  
 SBC's 30 lb. incendi.  
 12 and 1 GBC 40 lb.  
 Incendiary.  
 Wellingtons (except 104 sqdn) - 500 lb G.P. bombs 12.  
 I.B. BOMB LOAD.

2. ALTERNATIVE TARGET. Jetties and dock installations.

NOTES:- ONLY SHIPPING DEFINITELY  
 IDENTIFIED TO BE ATTACKED.  
 SUSPECTED SHIPPING TO BE  
 PHOTOGRAPHED.

40 Squadron - Search for and attack, if found,  
 shipping just outside the harbour.  
 148 Squadron - Search for and attack if found  
 shipping inside the harbour.

108 Squadron  
 B-24's  
 Liberators  
 Halifaxes  
 2 A/C 104 sqdn

Wellingtons 28  
 Liberators 5  
 Halifaxes 12  
 B-24's 12

3. 104 SQUADRON AND NUMBER 1.

10 Squadron 40 Squadron 76 Squadron 104 Squadron  
 148 Squadron 159 Squadron No. 1 H.B. Group.

4. 104 SQUADRON, August, 1942.

1) To destroy jetties, dock installations, and shipping alongside  
 jetties in TORUK HARBOUR in area "P". Expected attention is to  
 be paid to the tanker between No. 1 and 2 jetties.  
 2) To attack shipping inside the harbour.  
 3) To attack shipping just outside the harbour.  
 4) THIRD, INCREASING OF 104 SQUADRON IN "VALLEY" IT IS TO ATTACK  
 JETTY INSTALLATIONS P.P. 12 IN AREA "E".

5. A very large oil tanker is still off-loading between No. 1  
 and 2 jetties. This is the prize target for the year. It is vital  
 that this should be destroyed.

6. 104 SQUADRON, August, 1942.

1. 104 SQUADRON, August, 1942.

2. 104 SQUADRON, August, 1942.



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1577 P Road Bond Group Station LYDPA

NUMBER OF AIRCRAFT IN COM. 12-24-54  
NUMBER OF AIRCRAFT OUT COM. 12-24-54  
TOTAL 12-24-54  
NUMBER OF AIRCRAFT USED 12-24-54  
TYPE OF AIRCRAFT 12-24-54  
NATURE OF MISSION 12-24-54

TARGET DATA WFO-TV, new station, July 1972

FIGHTER ESCORT 2000  
 TIME OF TAKE OFF 2000  
 ALTITUDE IN 2000  
 TIME AND DURATION OF ATTACK 2020 - 0000 (GMT)  
 ALTITUDE OF ATTACK 20000-72000  
 ALTITUDE OUT 20000  
 TIME OF LANDING 0000  
 WEATHER ENCOUNTERED Clear, few clouds, 2000 ft to 7000 ft  
 REMARKS 20000 ft to 7000 ft

BOMB SIZE 1000  
 BOMB TYPE Remington-UMC  
 FUSING 12M T.D.  
 TYPE OF RELEASE Remington-UMC 12M T.D. in Trench  
 RESULTS 1. in Trench 12M T.D. 3. in Trench 12M T.D.  
 T 1000

FIGHTER OPPOSITION *Small number of fighters observed.*

ENEMY TACTICS EMPLOYED *none*

SEARCH LIGHT LOCATION 117.2 km. north-northeast from light

NUMBER OF AIRCRAFT RETURNED

NUMBER OF AIRCRAFT HIT: 0

NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY BOMBERS: 1

NUMBER OF ENEMY AIRCRAFT SHOT DOWN BY FIGHTERS



# 1 SORTIE REPORT (Part A.)

H.A.F. Form 441 A.

Sheet No. 1	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 10	Aircraft Letter. I	Capt. Rogers, D.O. 2 Lt. Davis, N.P. 2 Lt. Giannini, R.W. T/Sgt Lindley, E.E. Sgt Henderson, B.W. Sgt Keen, W.R. Sgt Monday, R.E. Sgt Brown, V.
Time Up. 22 40	Time Down. 06 15	Total Time. 7 35	Aerodrome or L.G. Lydd
Type of Cloud. Scattered cum.	Amount of Cloud. 3/4 - 2/10	Base of Cloud. 4000	Map or Chart Reference.
Visibility. 10	General Weather. cloudy	T. 1/1(1)	

Task or Duty. Harbor and Shipping, Tobruk

5 x 1,000 12 T.D.

Time	Height	Place	Narrative
02 31	20000	Tobruk	Nothing seen on way out Reached Target area approached Harbor Belt of clouds really observed Saw 3 lights in water already illuminated - close North to North E of Harbor area 1-2 miles out Made P. 1st - 1st time for 1st time Thick cloud 15' in results observed Saw explosion in dark area looking 30 sec
02 43	20000		approached from West for 2nd time observed 12 miles in approx same area no burst seen no results No shipping observed Harbor A/A light created did not worry them A/A less. A/A activity & 1st time this last time but no results below
02 48	20000		S/L observed not accurate L/A M/L for 1st time

(reverse) to be completed by the observer for the Atherandem & for the  
Pro-forma in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.



appeared to be building. Circled  
+ took course @ 1950 going for fuel  
on petty: + dropped 2 bombs at 3:07  
a.m. nothing observed.

no EA

A.C. in action

coming in over 35C but they turned  
off.

~~fire~~ fires on South side of bay  
+ burning fires at 17C.



# SORTIE REPORT (Part A.)

R.A.F. 441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 22	Captain 1st Lt. Mootay, M.T.	1st Lt. Yelvington, J.L.
Aircraft Letter. C		Crew. 2nd Lt. Longstreth	2nd Lt. Deffner
		Sgt Keller	Corp Kinnane, J.W.
		Corp Parr, E.	Corp Osterhaus, A.O.
Time Up. 2040		Aerodrome or L.G. LYDDA	
Time Down. 640			
Total Time. 8.00			

Type of Cloud. B-24-D  
 Amount of Cloud. 100%  
 Base of Cloud.  
 Visibility. 8000  
 General Weather. 100%

Map or Chart  
 Reference.

71(1) ✓

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
245	20000		<p>about 30 miles off shore saw lighted ship with red green &amp; white lights signalled them &amp; got reply.</p> <p>Saw 4 fires &amp; other 12-13 small fires of small fire from 13 to 14 N</p> <p>1 large fire about 11-12 large column appeared to be oil. one other small fire near this one appeared to be burning.</p> <p>Made dry run</p> <p>Took course due south on the large fire &amp; released 3 in train 70 ft intervals. Saw one fire start to burst of large fire</p>
256	300		

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2042/PMEJ-240,100-3.42

P.T.O.



artillery) aboard in water adjacent  
to ships. Long fire observed in  
area #11 - large plane.

1/14 - Brits heavy - large caliber  
guns - 5 shells pinto new thin  
ship into ship.

2/12 - V groups - 4 to 6 in each group  
observed in area - Major Shewell and  
- 113/4134.

2/14 - Nine observed.  
Tung high in water.



# 1 SORTIE REPORT (Part A.)

R.A.F. 441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 17	Aircraft Letter. T	<p>1st Lt. Brown, T.D.          Captain Dwyer, W.F.          Davis, N.          Crew. S/Sgt Delong, K.R.          S/Sgt Van Gilder, T.H.          Cpl Izzo, A.          Sgt Ransdall, R.F.</p>
Time Up. 2:00	Time Down. 07:15	Total Time. 7 hrs 30"	Aerodrome or L.G. Lydda ✓
Type of Cloud. Scattered	Amount of Cloud. 1/10	Base of Cloud. 5000'	Map or Chart Reference.
Visibility. Good	General Weather. Clear		T/1 Rev ed. July 1944

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height	Place	Narrative.
07:45	21,000	Ti. T.	<p>Things not successful.</p> <p>Made first run on heading of 120° &amp; dropped 4 bombs at 675' interval - bombs observed to fall along shore just North of area #18. Small fire observed to be started by orange red flame - no smoke. Made second run on heading of 350° - bombs observed to fall along area No. 5 - no fire started.</p> <p>4 ships off harbor with lot of flashes (as though</p>

(B on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

90,000 - 3/42

P.T.O.



observed - ✓ bombs at 75' int.

A/A - Medium - inaccurate for  
altitude.

E/A - None observed.

S/L Battery of 6 just west of  
Maraga Shamsah. Ineffective for  
int. because of bright moon.

+ Small ship?  
Light observed off Harbor mouth and  
off ship. Ship's gun had long destroy: to  
N/A (light) was coming from gun  
mouth. Light.

On way to light at 07:15 L.T.  
On way to light observed an under off  
Coast of Sida Boman (10-15 miles  
off shore, poor) - clear but dark orange  
fire followed by violent explosion and  
disappearance of fire.

~~On way back observed~~  
~~no activity~~

~~But~~ They look magnificent.



# **SORTIE REPORT** (Part A.)

R.A.F. 441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 1	Aircraft Letter. U	Captain C.pt. Paullin, R.I. 1st Lt. Peek, C.O. 1st Lt. Shumaker, T.A. Crew. S/Sgt Sparks, E.R. S/Sgt Wysong, R.T. Sgt Luton, B.S. S/Sgt DeHaven, T.A.
Time Up. 22:07	Time Down. 06:00	Total Time. 7hr 51	Aerodrome or L.G. Lydda
Type of Cloud. Scattered	Amount of Cloud. Nil to 8/10 (4/10 over Target)	Base of Cloud. 20-30'	Map or Chart Reference. T/1
Visibility. Good	General Weather. Clear		

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height	Place	Narrative.
0755	21,000	Target	<p>Long <sup>ship</sup> light observed in water about 50 miles off Palestine Coast West of Tel-Aviv - Made second run on heading of 135° - dropped 3 bombs @ 75' interval - aimed for fire just NW of area 11 - observed bombs to burst over target area 11. While flying to get in position for run bombs were released bomb burst in area 413/435.5 and medium fire started - orange flame. Made third run - first run made to SW of fire started by other ship as described above. No hits</p>

(verse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.

U 9 8 8



# 6 SORTIE REPORT (Part A.)

R.A.F. 441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 3	Aircraft Letter. <i>E</i>	<p>Capt. H. E. Adams            Captain 1st Lieut. Parker, Lin.            Capt. Kirkaldy, R.B.            Crew. S/Sgt Orris, H.F.            Sgt Waters, D.W.            Corp Woody, R.D.            Corp Laue, J.R.</p>
Time Up.	Time Down.	Total Time.	Aerodrome or I.G.
Type of Cloud.	Amount of Cloud.	Base of Cloud.	Map or Chart Reference.
Visibility.	General Weather.		

Task or Duty. Harbor and ship ing, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
			<p>This A/c did not            take off. Nose wheel            collapsed in taxiing.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.


2942 / PMFJ - 200.160 - 3/42

P.T.O.



U. A. F. Form 441, A.

Task or Duty.	Harbor and shipping, Tobruk	5 x 1,000	.12 T.D.
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Time	Height.	Place.	Narrative.
0246	14,000	Thet	Wallopy seen on wing. Target area obscured by bulkhead made easy. Rain from W to East Some behind enemy lines 11 D 10 others C. 8 met size followed the run by another dry run start
0308	15,000		Made first run choppy 3-4 mi; 2 Salvage 1st from N 1 South. 1 mi. to - 0 13 2nd from 1st observed large size from 1st - found area approaching Target the 1st dropped down on 4th <del>run</del> nearest Harbour H/A. Heavy 7 up 1 2, 1, 1, 1 1/2 minutes S/L 3 Blue S/L 5/12 1/2 way 9/12 S/L E/A none Wallopy seen  return journey. 2 white light seen 1-2 miles E of Harbour

P.T.O.

0986



(on reverse) to be completed according to relevant pro-forma in H.Q. R A.F. M.E. Instruction 34.

200-842

Time	Height.	Place.	Narrative.
------	---------	--------	------------

Task on 10/11/12. Harbor and shipping, Tobruk  
5 x 1,000. 12 7. D.

Type of Cloud.	3/400 Ca
Amount of Cloud.	3/10 - 5/10
Base of Cloud.	3000
Visibility.	Good
General Weather.	Good

Map or Chart  
Reference.

7/1 (1)

Time Up.	22 30	7430	Aerodrome or L.G. by Aka
Time Down.	06 00		
Total Time.			

Type of Aircraft. B-24-D Aircraft No. 20 Aircraft Teller. 5	1st Lt. Clark, W. 1st Lt. Clayton, J.B. 1st Lt. Helms, R.W. Captain Crew. Sgt Knox, G.L. Sgt Cook, J. Sgt Nappi, J. Sgt. Barnes, C.
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Sheet No.	3	Prep. Ref. No.	Date. Aug 30/31	Squadron. 2 Prov DG
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U.S. AIR FORCE (Part A)  
SORTIE REPORT

U.S. AIR FORCE



SORTIE REPORT  
(Part A.)

R.A.F. FORM 441 A.

Sheet No. 4	Oprep. Ref. No.	Date. Aug 30/31	Squadron 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 12	Aircraft Letter. K	Captain 1st Lieut. Whitlock, G.B. 1st Lieut. Medford, J. 1st Lieut. Welfare, D.S. CII Crew. Sgt. Smith, E.A. VJH175 S/Sgt. Lavender, J. Corp. Spaulding, P. S. Sgt. Powell
Time Up. 22.10 LT	Time Down. 5.45 LT	Total Time. 7.35	Aerodrome or L.G. Lydda
Type of Cloud. Ce cloud in Pat Coast.	Amount of Cloud. 3/10 2000 ft.	Base of Cloud.	Map or Chart Reference.
Visibility. Good.	General Weather. Good.		T / 1 (1).

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
0120	20000	Tobuk.	Reached Target approximately 1000 yds from Null saw at least four ships 13. D. & me and T 15 with main explosions dropped. all four ships - Train 90 ft apart around this break - cloud 14 8. No birds observed or results claimed owing to cloud cover.
0225	20000		A/A. Heavily from 16. Z. mostly below 4 inaccurate IN-EFFECTIVE S/L not many 1 effective NO E/A
0320	approx.		As the left Target the 4 ships N to South. still burning Saw white light in water below ship

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2942 / FMEJ - 200, (10) - 5/42

P.T.O.



Saw 2 fires about 2 miles NE of entrance  
to harbor about 1/2 mile apart.

~~Took heading~~  
At 33N 25°30'E saw distress signal  
at 327. Flashing red lights in  
series of dots.

No E a



SORTIE REPORT  
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D		Captain	Lieut. Walsh, M.R.
Aircraft No. 24		Crew.	Lieut. Tahsequah, M.
Aircraft Letter. W			Lieut. Schwanebeck, A.L.
			Sgt. Payne, C.B.
			Witham, E.E.
			Mahboub, F.W.
			Sgt. Stephanchick
Time Up. 2225		Aerodrome or L.G. Lydda.	
Time Down. 635			
Total Time. 8hrs. 10"			
Type of Cloud. cumulus & stratus on way out	Map or Chart		T/1(1)
Amount of Cloud. 7/10	Reference.		
Base of Cloud. 15/1800 to 4000			
Visibility. good			
General Weather. good			

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
245	21 Km		made turn from NW for pitty area. Saw 2 fires 1 at M14 & 1 at S14-15. <del>water</del> made run between them & dropped 1 stick of 5 at 100 ft intervals. TG saw bursts & 1 fire & after turn saw 3 bursts in pitty area. The fire at S14-15 was still blazing yellow orange & so was the one at M14. Latter was concentrated in area but very intense. S1415 was spectacular and as if buildings were on fire.
259	20 Km		
			Saw some light a a but saw 3 bursts off right wing

(verso) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.



3 fires seen at 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100  
we thought were dummies.

Small fire observed at 19 M

No shipping observed

4 <sup>ships</sup> lights observed about 2 miles N

2 of 2 1.

NO E A

One flare seen at 210, over target  
which burned for 3 mins. Searchlights  
had one a/c at 2210 at app 12 m ft



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SORTIE REPORT  
(Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24 - D	Aircraft No. 11593 18	Major Payne Captain LT. Patterson " Bryant Crew. Sgt Walters, LL Kessler Beatty Leaman	
Aircraft Letter. O			
Time Up. 2215			
Time Down. 0615			
Total Time. 8 hrs 00"		Aerodrome or L.G. Lydda	
Type of Cloud. 6/10 3000 for 200 miles then	Amount of Cloud. CAVU at target low	Map or Chart Reference.	
Base of Cloud. scattered along coast line	Visibility. 9000	T/1	
General Weather. weather			

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
213 248	2000 2000		2020 coiled area saw bombs + fires start at R14
2230			saw fires at 13L - 2 distinct flames orange yellow - still burning after set Q3
248			made run on course of 315° aiming to the west of fires at 13L dropped 3 in train 70 ft interval no bursts seen then coiled + made 2nd run 250° aiming for jetties + 2 bombs in train 70 ft interval Bursts not observed directly but saw reflection in water Bq battery of 14 light + heavy Qa at X16 + 17K + Q9. counted 8 searchlights at one time
25 259	2000		

(verse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34.

P.T.O.

0980



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SORTIE REPORT  
(Part A.)

R.A.F. Form 411 A.

Sheet No.	Oprep. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 21	Aircraft Letter. R	Captain Wilkinon, J. W. Foster, I. Mally, W.D. Crew. Sgt Fisher, A.S. Taylor, R.R. Troyanowski, J. Salmon, C.E.
Time Up. 2220	Time Down. 600	Total Time. 7hrs 40	Aerodrome or L.G. Lydda
Type of Cloud. about 4/10 @ 3500 over water	Amount of Cloud.	Base of Cloud.	Map or Chart Reference.
Visibility. good	General Weather. good		T/1(1)

Task or Duty. Harbor and shipping, Tobruk

5 x 1,000 .12 T.D.

Time	Height.	Place.	Narrative.
240	1900		<p>Supercharger out on #1 engine so made run on arrival from North to South. There I saw clouds over assigned area so went to fires at J-12 to J-19 altitud came to the clock area &amp; on run bombs were accidentally released &amp; fell in train 70 ft intervals in area <del>H-10</del> O-11. Saw ack ack fire in this area &amp; believe bombs fell close to one battery. AC fire heaviest off turn was made came from area V 9-14.</p> <p>B. light str appeared to be on raft or boat 2 miles N of 12 X</p>

(reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34  
P.T.



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DATE 10/1/00 BY 1043

INTRODUCTION

4 to 6 St. on line. Searched singly.  
the A/C almost picked up.

E/A - None observed.

They look innocent.



# 1 50RTIE REPORT (Part A.)

R.A.F. Form 447A

Sheet No.	Opreg. Ref. No.	Date. Aug 30/31	Squadron. 1 Prov BG
Type of Aircraft. B-24-D	Aircraft No. 16	Aircraft Letter. M	1st Lieut. Oglesby, S. R. 1st Lieut. Kidd, J. W. 1st Lieut. Dubkworth, E. M. Crew. Sgt. Ballentine, A.R. Sgt. Walker, J. Corp. Kaminska, J. Sgt. Pickett, E.B.
Time Up. 2250	Time Down. 06:00	Total Time. 7hrs 10	Aerodrome or L.G. Lydda

Type of Cloud. Scattered Str. Cum.  
 Amount of Cloud. 4/10  
 Base of Cloud. 5000  
 Visibility. Good  
 General Weather. Good

Map or Chart  
 Reference.

REV. ED. JULY 194V

Task or Duty. Tobruk - Harbor 5x1000' 11V T.D. fuse  
 in steel structure.

Time	Height.	Place.	Narrative.
0744	10,000	Target	<p>Trip out successful.</p> <p>Made one run on Mag. Hdq. at 130° - bombs aimed at shore immediately to left of area #11. Fire observed in area #11 - bright orange flame. 2 small fuses. Observed in general area 413/4134 (T/I). Did not see bombs hit.</p> <p>A/A - About 1V guns - heavy fire but not accurate for attack.</p> <p>S/L - Operated in batteries</p>

(reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.



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R.A.F. Form 86A  
S.575A. (Naval)

# MESSAGE FORM

Office Serial No.

Call IN  
and :—  
Preface OUT

No. of  
Groups  
**GR**

Office Date Stamp

TO\* **AFSAF (R) MAJOR KALBEER**

**705 GROUP ADV.**

FROM\* **FIRST PAGE**

Originator's Number

Date

Your/My Number and Date

**377**

**31-8**

(Write horizontally)

<b>LOAD</b>	<b>5500</b>	<b>OPERATIONAL</b>	<b>TIME</b>	<b>5</b>
<b>83</b>	<b>HOURS</b>	<b>21</b>	<b>MINUTES</b>	<b>10</b>
				<b>15</b>
				<b>20</b>
				<b>25</b>
				<b>30</b>
				<b>35</b>
				<b>40</b>
				<b>45</b>
				<b>50</b>
				<b>55</b>
				<b>60</b>

This message must be sent AS WRITTEN and may be sent by W/T. Signature

This message must be sent IN CYPHER and may be sent by W/T. Signature

Originator's Instructions\* Degree of Priority\*

TIME OF ORIGIN

\* Originator to insert "NOT" if message is not to go by W/T. (Below this line is for Signals use only.)

**IMMEDIATE**

T.O.R.

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender	T.H.I.

\* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromising distinguishing signals, etc., by omitting to remove their signification from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in P/L.

682503. Wt. 46234/3271. 120m. pads. 4/41. Manifolds. 51-2935.



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R.A.F. Form 96A 5.575A. (Naval)				MESSAGE FORM				Office Serial No. _____			
Call IN and :— Preface OUT								No. of Groups <b>GR</b>		Office Date, Stamp	
(Above this line is for Signals use only.)											
TO*		<b>AFSAF (R) MAJOR KALBERNAR</b>						<b>V05 (22.00P ADV.)</b>			
FROM*		<b>F-23- PRG</b>		Originator's Number <b>377</b>		Date <b>31-8</b>		Yours/My		Number and Date	
(Write horizontally)											
ELECTED		BYAD		AIRPORT		RAMPED		TUBRU		5	
AREA		ONIL		TAFG		Y320		TO		10	
DOOD		GMT		FIRE		ORSECTED		ON		15	
APP. VIL		GENERAL		DOCK		AFDA		FRESH		20	
F. 23		STARTED		AKRA		13 L		TO		25	
U		LABLE		FIRE		T 15		MAF		30	
GIVE		T. (.)		LABLE		FIRE		OCTERVED		35	
Y320		GMT		FOLLOWED		By		J. J. J.		40	
EXPIRED		ON		WATER		APPROX		15		45	
M. 2		NO. 2		SIDI		BARRAJ		AA		50	
HEAVY		INACURATE		SI		10 TO 15				55	
J. 23-01		NO		FA		TOA		B. J. J.		60	
This message must be sent AS WRITTEN and may be sent by W/T Signature				This message must be sent IN CYPHER and may be sent by W/T Signature				Originator's Instructions* Degree of Priority*			
* Originator to insert "NOT" if message sent as given by any party in the route.				(Below this line is for Signals use only.)				TIME OF ORIGIN. <b>0515</b>			
System In Time In Reader Sender				System Out Time Out Reader Sender				T.M.I.			

0 9 7 5



HEADQUARTERS  
1st Provisional Bombardment Group (M)  
U.S.A. Middle East Air Force

MISSION NO. 42

31 August, 1942

To: Commanding General, Headquarters, U.S.M.E.A.F.

1. Enclosed are Sortie Reports of Mission No. 42 of the First Provisional Bombardment Group - attack on Tobruk, 30 August, 1942.

2. The following is confirmation copy of telegraphic summary of this mission which was filed to you at 0615 hours L.T., 31 August, 1942.

C O P Y

To: Commanding General, U.S.M.E.A.F.

From: 1st Prov. Group 537 31/8

Eleven B.24D. aircraft bombed Tobruk area. Over Target 2320 to 0000 GMT. Fires observed on arrival General dock area. Fresh fires started area 15 L to O. Large fire T 15 map ref. T1(1). Large fire observed 2320 GMT followed by violent explosion on water approx. 15 mile North Sidi Barani. A/A heavy inaccurats. S/L 10 to 12 ineffective. No I/A. Total bomb load 65000. Operational time 43 hours 41 minutes.

Paul J. Zuckerman  
Major A.A.F.  
Group 5-2



SECRET CYBER MESSAGE

First Prov Group

Cairo

AF 618 28 Aug. MOST SECRET Serial No. 621

rt c your mission on 27 Aug. concerning attack on convoy of one escort  
sel an one merchant vessel indicate that only two airplanes out of ten  
the mission made interception. Information is desired in detail as to the  
ype of formation used, reason for failure to intercept by other eight airplanes.  
isibility target communications and other pertinent detail concerning this  
mission. This in order that constructive corrective steps may be taken to  
prevent as far as practicable the chances of missing type targets.

FOO 1610/28

TCR 2105/28

MISSION NO. 41



1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 26

## POST-TEST



1115-7676

With 1991's *Back in the Saddle*, in *TORONTO* (working) have a  
more focused and in-depth, a solid 100 to 100,000.

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100

U.S. DEPARTMENT OF COMMERCE      OFFICE OF THE SECRETARY      No. 1-1      1911

11. 11.11.2016 11.11.2016  
 12. 11.11.2016 11.11.2016

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

[illegible][illegible]

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Enc. no. 50 (par. 10) and return to KIRO 40

Figure 10: A graph showing the relationship between the number of nodes and the number of edges in a graph. The x-axis is labeled 'Number of nodes' and ranges from 0 to 10. The y-axis is labeled 'Number of edges' and ranges from 0 to 10. The graph shows a series of points connected by lines, forming a curve that starts at (0,0) and increases as the number of nodes increases.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Some are referred to as "white" rats.

distances are to use the "CD" route but are to avoid

WANTS ARE TO RETURN BY "GUTH" ROUTE.

TELEPHONE: 675-1111. 23:00 to 00:30 hours.

U. S. PROSECUTOR GENERAL and DEPUTY ATTORNEY GENERAL, in Opposition of C&D Mining and Mfg. Corp.,

1. NAME OF VENDOR: Alcoran on 22010 Kings and B. St. S.W.

THIS IS PARTICULARLY EVIDENT IN  
THE CASE OF THE BOMBING OF THE HOUSE OF  
REPRESENTATIVES IN 1948.

### ADMINISTRATIVE INFORMATION

Responsible and efficient environmental stewardship.

... and Ms. 1 P.H.F. Group are ...

62A1. Production of Aircraft in U.S.

Identified Reshipping: 100%  
 Reshipping: 100%

Standard Bearing Instructions are to be used.

1997

Chief, Commander, and  
For the Commanding Officer



CHIT

1. All ships in the harbor shall be subject to the following regulations:

2. All ships shall be subject to the following regulations:

3. All ships shall be subject to the following regulations:

4. All ships shall be subject to the following regulations:

5. All ships shall be subject to the following regulations:

6. All ships shall be subject to the following regulations:

7. All ships shall be subject to the following regulations:

8. All ships shall be subject to the following regulations:

9. All ships shall be subject to the following regulations:

10. All ships shall be subject to the following regulations:

11. All ships shall be subject to the following regulations:

12. All ships shall be subject to the following regulations:

13. All ships shall be subject to the following regulations:

14. All ships shall be subject to the following regulations:

15. All ships shall be subject to the following regulations:

16. All ships shall be subject to the following regulations:

17. All ships shall be subject to the following regulations:

18. All ships shall be subject to the following regulations:

19. All ships shall be subject to the following regulations:

20. All ships shall be subject to the following regulations:

21. All ships shall be subject to the following regulations:

22. All ships shall be subject to the following regulations:

23. All ships shall be subject to the following regulations:

24. All ships shall be subject to the following regulations:

25. All ships shall be subject to the following regulations:

26. All ships shall be subject to the following regulations:



TOP: 236 Wing 238 Wing 242 Wing  
No.1 Provisional H.B. Group. (C) H.M.E. ADV. 10/10/42

FROM: I.C. 305 Group. 144 NOT RECENT. 15

A. FROM: 236

1. 10/10/42.

2. Jetties and dock installations in TORUK harbour have been severely damaged but the enemy is still able to make use of them.

3. To attack and destroy, by bombing, dock installations and jetties in TORUK harbour.

4. 10/10/42 14/15 August, 1942.

5. 10/10/42 40 Squadron 148 Squadron 159 Squadron No.1 Provisional H.B. Group.

6. 1. CRAFT TYPES AND NUMBERS. Wellingtons 16  
Liberators 15

7. 2. PRIMARY TARGET. as in para. "D" above.

8. 3. ALTERNATIVE TARGET.

To attack fuel tanks and pipe line, water line and dispersal areas in area "D".

9. 4. BOMB LOAD. Wellingtons - 500 lb. G.F. bombs T.D. 12 secs.  
Liberators - 500 lb. and 1,000 lb. bombs T.D. 12 secs.

10. 5. TIME OFF. At discretion of O/C Wings and No.1 Provisional H.B. Gr.

11. 6. ROUTE. 236 Wing are to operate from and return to KILO 40.  
238 Wing are to operate from and return to KERRIT.  
242 Wing are to operate from and return to AQIR.  
No.1 P.H.B. Group are to operate from and return to LYDDA.

7. OUT. Wellingtons are to use "RED" route.  
Liberators are to use "GREEN" route.

8. RETURN. Wellingtons are to use "RED" route but are to land at  
L.G. 86 or 224 if short of petrol.  
Liberators are to return by "GREEN" route.

12. 9. TIME OVER TARGET. 23.30 to 00.30 hours.

13. 10. HEIGHT OVER TARGET. At discretion of O/C Wings and No.1 P.H.B. Gr.

14. 11. METHOD OF ATTACK. At discretion of O/C Wings and No.1 P.H.B. Gr.

15. 12. PHOTOGRAPHS ARE REQUIRED. THIS IS PARTICULARLY IMPORTANT IN CASES OF SHIPPING OUTSIDE THE HARBOUR.

16. 13. SIGNALS INSTRUCTIONS.

Standard Signals Instructions are to be adopted.

14. ADDITIONAL INSTRUCTIONS. O/C Wings and No.1 P.H.B. Group are Officers i/c Operations.

All Wings and No.1 P.H.B. Group are to pass STD's, times of departure and routing of aircraft to 250 Wing or 263 Wing as appropriate.

Only shipping inside the harbour definitely identified as shipping is to be bombed. Suspected shipping is to be photographed.

15. Briefing. Standard Briefing Instructions are to be adopted.

1255/24 "C"

Wing Commander, Operations.  
10/10/42



THIS PAGE IS

# SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No.	Oprep. Ref. No.	Date. 24.8.42	Squadron. Hal	
Type of Aircraft. B. 24D.	Aircraft No.	Captain Capt. J.W. Sibert	Crew. Lt. R.O. Miller Lt. H.W. Ebert Staff Sgt. Barineau S. Sgt. Moran Cpl. Filippi, A. S. Sgt. D.J. Williams	
Aircraft Letter.				
Time Up. 1950 <del>1950</del>				
Time Down.		Aerodrome or L.G.		
Total Time.				
Type of Cloud.	Map or Chart Reference.  T.1			
Amount of Cloud.				
Base of Cloud.				
Visibility.				
General Weather.				

Task or Duty.

Time	Height.	Place.	Narrative.
			<p>Did not operate</p> <p>account motor</p> <p>mechanical failure.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2012 / PMEJ - 200.000 - 3/42

P.T.O.

0969



A-A - Heavy guns. About 14 in  
 quantity. Did not burst near  
 this ship but were concentrated  
 at a target to the West of  
 position. About 6 guns scattered  
 in area North of target area 6.  
 SIGHTING: Outlined the harbor at  
 even intervals. One seen to be  
 located at ~~Manga~~ ~~SE~~ ~~Manga~~ 21

F.A - None seen.

Ship observed on water <sup>on way back</sup> at  
 approx. (33-00 N)(17-10 E) - about  
 size of destroyer. No lights seen.  
 Remains of target unmarked.





# **SORTIE REPORT (Part A.)**

R.A.F. 441 A.

Sheet No. //	Oprep. Ref. No.	Date. 24.8.42.	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 18	Captain Capt. H.E. Adams Lt. Lin Parker	Crew. Capt. R.B. Kirkaldy Sgt. D.W. Waters Cpl. J.R. LaRue Cpl. R.O. Woody S.Sgt. H.F. Orris
Aircraft Letter. O	Time Up. 1930 20:01	Aerodrome or L.G. Lydda	
Time Down. 03:15	Time Up.		
Total Time. 7 hrs 14"	Time Down.		
Type of Cloud.	Amount of Cloud. Scattered stratus	Map or Chart	
Base of Cloud.	Visibility. 1-1/2 miles	Reference. T/A	
General Weather.			

Task or Duty.

Tobruk

5 x 1000 lb. G.P.

..10 sec  
T.D.

Time	Height.	Place.	Narrative.
B: 25	20,000	T	<p>Flew 5000 to 27-00 E and climbed to 25000 feet setting down to 20,000 at 1930</p> <p>Made run on Magadi i heading of 190°. Bombs aimed at buildings around area 10. This ship's bombs not observed but bombs seen to burst along beach from Z11</p> <p><del>Magadi to Z17</del></p> <p>What appeared to be large white plane, burning about 1/10th second observed at harbor area close to water. lit up whole harbor.</p>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2912 / PMEJ - 200,000 - 3.42

P.T.O.



Searchlights — few observed along west  
shore of harbor — reflected  
down from clouds.

F/A — None observed.

Petroleum try uneventful. —





SORTIE REPORT  
(Part A.)

Sheet No.	Opreg. Ref. No.	Date. 24.8.42	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 15	Captain Capt. R.I. Paullin Lt. C.O. Peek Lt. T.A. Shumaker	Crew. S.Sgt. R.T. Wysong ✓ S.Sgt. T.A. Dehaven Sgt. B. Luton S.Sgt. E.R. Sparks
Aircraft Letter. L	Time Up. 19:25	Aerodrome or L.G. Lydda	
Time Down. 03:30	Total Time. 17:55		

Type of Cloud. Shals cumulus	Map or Chart
Amount of Cloud. OVER TARGET 8-9	Reference.
Base of Cloud. 1500 feet	T.1
Visibility. Hazy	
General Weather. Good	

Task or Duty. Tabunk	5 x 1000 lb. G.P.	10 T.D. fine
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Time	Height	Place	Narrative.
22:50	21000	T	Trip out uneventful. Observed the ship testing guns - Observed at target. This ship did not locate it self accurately until 00:10. Visibility obscured by heavy clouds.
00:16	21000	T	Made run from South to North and bombs carried at cluster of A/A located generally North of target area 6. Bombs dropped in 75' interval. Hits observed in midst of A/A. A/A - Observed half dozen heavy guns - accurate for action but behind the A/c. Medium A/A also observed.



1A/A - 11 my last before this A/C  
 No estimate possible. One or two  
 given around 414/438 (T/1).

Searchlight: - ✓ observed from 10 mile  
 of shore - none while over  
 light area.

E/A - None observed.

Tring dark immature - clouds  
 at 10, 500', line of cumulus (castles)  
 N-S line.

Ships observed 10 mile off shore  
 about 15 miles west of Tadmor.



# SORTIE REPORT (Part A.)

R.A.F. Form 441 A.

Sheet No. <i>1</i>	Opreg. Ref. No.	Date. 24.8.42	Squadron. Hal
Type of Aircraft. <i>B. 24D.</i>	Aircraft No. <i>12</i>	Captain	1st Lt. G.B. Whitlock Lt. John Hedford Lt. D.S. Welfare
Aircraft Letter. <i>K</i>		Crew.	S. Sgt. J.B. Lavender Sgt. H.S. Powell Cpl. P.S. Spaulding S. Sgt. T.H. Smith.
Time Up. <i>19:46</i>			
Time Down. <i>04:15</i>			
Total Time. <i>7 hrs. 23 min.</i>		Aerodrome or L.G.	<i>Lydda</i>
Type of Cloud. <i>Strato-cumulus</i>	Amount of Cloud. <i>8/10 covered</i>	Base of Cloud. <i>3000'</i>	Visibility. <i>Hazy</i>
General Weather. <i>Good</i>	Map or Chart Reference.		T.1.

Task or Duty.

*Tubruk**5 x 1000 lb.*

G.P. T.D.

*June 10<sup>th</sup>*

Time	Height.	Place.	Narrative.
23:50	70,000	T.	This unit unsuccessful — observed other planes testing guns. (Observed activity (A/A, searchlight and bomb bursts) periodically 3 times <sup>other</sup> A/C made runs. Target darkened except when an A/C was on a bombing run.
00:08	70,000	T	3 dry runs made on target area in attempt to locate target in darkness. Bombs did not release as 4th run when target finally picked up. 5th run made (direction unknown) and bombs hand released in general direction of target area.

PART B (on reverse) to be completed according to relevant pro-forma in H.O. R.A.F. M.E. Instruction 34.  
2912/PNEJ - 230,000 - 3/42

P.T.O.







## BORTLE REPORT

(Part A)

Sheet No.	Current Nat. No.	Date	Squadron
Type of Aircraft	Aircraft No.	Aircraft Letter	Capt. J. A. Delaney Lt. J. W. Ridd Lt. J. M. Duckworth Lt. J. B. Walker Sgt. P. B. Pickens Sgt. J. E. Kaminaka Sgt. Keller
Time Up	Time Down	Total Time	Aerodrome or L.O.
Type of Cloud	Amount of Cloud	Base of Cloud	Visibility
General Weather	Map or Chart Reference		

Task or Duty

Time	Height	Place	Narrative
0611	1000	Midway	Midway Island
0617	1000	Midway	Midway Island
0635	1000	Midway	Midway Island
0645	1000	Midway	Midway Island
0655	1000	Midway	Midway Island
0705	1000	Midway	Midway Island
0715	1000	Midway	Midway Island
0725	1000	Midway	Midway Island
0735	1000	Midway	Midway Island
0745	1000	Midway	Midway Island
0755	1000	Midway	Midway Island
0805	1000	Midway	Midway Island
0815	1000	Midway	Midway Island
0825	1000	Midway	Midway Island
0835	1000	Midway	Midway Island
0845	1000	Midway	Midway Island
0855	1000	Midway	Midway Island
0905	1000	Midway	Midway Island
0915	1000	Midway	Midway Island
0925	1000	Midway	Midway Island
0935	1000	Midway	Midway Island
0945	1000	Midway	Midway Island
0955	1000	Midway	Midway Island
1005	1000	Midway	Midway Island
1015	1000	Midway	Midway Island
1025	1000	Midway	Midway Island
1035	1000	Midway	Midway Island
1045	1000	Midway	Midway Island
1055	1000	Midway	Midway Island
1105	1000	Midway	Midway Island
1115	1000	Midway	Midway Island
1125	1000	Midway	Midway Island
1135	1000	Midway	Midway Island
1145	1000	Midway	Midway Island
1155	1000	Midway	Midway Island
1205	1000	Midway	Midway Island
1215	1000	Midway	Midway Island
1225	1000	Midway	Midway Island
1235	1000	Midway	Midway Island
1245	1000	Midway	Midway Island
1255	1000	Midway	Midway Island
1305	1000	Midway	Midway Island
1315	1000	Midway	Midway Island
1325	1000	Midway	Midway Island
1335	1000	Midway	Midway Island
1345	1000	Midway	Midway Island
1355	1000	Midway	Midway Island
1405	1000	Midway	Midway Island
1415	1000	Midway	Midway Island
1425	1000	Midway	Midway Island
1435	1000	Midway	Midway Island
1445	1000	Midway	Midway Island
1455	1000	Midway	Midway Island
1505	1000	Midway	Midway Island
1515	1000	Midway	Midway Island
1525	1000	Midway	Midway Island
1535	1000	Midway	Midway Island
1545	1000	Midway	Midway Island
1555	1000	Midway	Midway Island
1605	1000	Midway	Midway Island
1615	1000	Midway	Midway Island
1625	1000	Midway	Midway Island
1635	1000	Midway	Midway Island
1645	1000	Midway	Midway Island
1655	1000	Midway	Midway Island
1705	1000	Midway	Midway Island
1715	1000	Midway	Midway Island
1725	1000	Midway	Midway Island
1735	1000	Midway	Midway Island
1745	1000	Midway	Midway Island
1755	1000	Midway	Midway Island
1805	1000	Midway	Midway Island
1815	1000	Midway	Midway Island
1825	1000	Midway	Midway Island
1835	1000	Midway	Midway Island
1845	1000	Midway	Midway Island
1855	1000	Midway	Midway Island
1905	1000	Midway	Midway Island
1915	1000	Midway	Midway Island
1925	1000	Midway	Midway Island
1935	1000	Midway	Midway Island
1945	1000	Midway	Midway Island
1955	1000	Midway	Midway Island
2005	1000	Midway	Midway Island
2015	1000	Midway	Midway Island
2025	1000	Midway	Midway Island
2035	1000	Midway	Midway Island
2045	1000	Midway	Midway Island
2055	1000	Midway	Midway Island
2105	1000	Midway	Midway Island
2115	1000	Midway	Midway Island
2125	1000	Midway	Midway Island
2135	1000	Midway	Midway Island
2145	1000	Midway	Midway Island
2155	1000	Midway	Midway Island
2205	1000	Midway	Midway Island
2215	1000	Midway	Midway Island
2225	1000	Midway	Midway Island
2235	1000	Midway	Midway Island
2245	1000	Midway	Midway Island
2255	1000	Midway	Midway Island
2305	1000	Midway	Midway Island
2315	1000	Midway	Midway Island
2325	1000	Midway	Midway Island
2335	1000	Midway	Midway Island
2345	1000	Midway	Midway Island
2355	1000	Midway	Midway Island
2405	1000	Midway	Midway Island
2415	1000	Midway	Midway Island
2425	1000	Midway	Midway Island
2435	1000	Midway	Midway Island
2445	1000	Midway	Midway Island
2455	1000	Midway	Midway Island

PART B (see reverse) to be completed according to relevant procedures in I.T.O. 11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-1226-1227-1228-1229-1230-1231-1232-1233-1234-1235-1236-1237-1238-1239-1240-1241-1242-1243-1244-1245-1246-1247-1248-1249-1250-1251-1252-1253-1254-1255-1256-1257-1258-1259-1260-1261-1262-1263-1264-1265-1266-1267-1268-1269-1270-1271-1272-1273-1274-1275-1276-1277-1278-1279-1280-1281-1282-1283-1284-1285-1286-1287-1288-1289-1290-1291-1292-1293-1294-1295-1296-1297-1298-1299-1300-1301-1302-1303-1304-1305-1306-1307-1308-1309-1310-1311-1312-1313-1314-1315-1316-1317-1318-1319-1320-1321-1322-1323-1324-1325-1326-1327-1328-1329-1330-1331-1332-1333-1334-1335-1336-1337-1338-1339-1340-1341-1342-1343-1344-1345-1346-1347-1348-1349-1350-1351-1352-1353-1354-1355-1356-1357-1358-1359-1360-1361-1362-1363-1364-1365-1366-1367-1368-1369-1370-1371-1372-1373-1374-1375-1376-1377-1378-1379-1380-1381-1382-1383-1384-1385-1386-1387-1388-1389-1390-1391-1392-1393-1394-1395-1396-1397-1398-1399-1400-1401-1402-1403-1404-1405-1406-1407-1408-1409-1410-1411-1412-1413-1414-1415-1416-1417-1418-1419-1420-1421-1422-1423-1424-1425-1426-1427-1428-1429-1430-1431-1432-1433-1434-1435-1436-1437-1438-1439-1440-1441-1442-1443-1444-1445-1446-1447-1448-1449-1450-1451-1452-1453-1454-1455-1456-1457-1458-1459-1460-1461-1462-1463-1464-1465-1466-1467-1468-1469-1470-1471-1472-1473-1474-1475-1476-1477-1478-1479-1480-1481-1482-1483-1484-1485-1486-1487-1488-1489-1490-1491-1492-1493-1494-1495-1496-1497-1498-1499-1500-1501-1502-1503-1504-1505-1506-1507-1508-1509-1510-1511-1512-1513-1514-1515-1516-1517-1518-1519-1520-1521-1522-1523-1524-1525-1526-1527-1528-1529-1530-1531-1532-1533-1534-1535-1536-1537-1538-1539-1540-1541-1542-1543-1544-1545-1546-1547-1548-1549-1550-1551-1552-1553-1554-1555-1556-1557-1558-1559-1560-1561-1562-1563-1564-1565-1566-1567-1568-1569-1570-1571-1572-1573-1574-1575-1576-1577-1578-1579-1580-1581-1582-1583-1584-1585-1586-1587-1588-1589-1590-1591-1592-1593-1594-1595-1596-1597-1598-1599-1600-1601-1602-1603-1604-1605-1606-1607-1608-1609-1610-1611-1612-1613-1614-1615-1616-1617-1618-1619-1620-1621-1622-1623-1624-1625-1626-1627-1628-1629-1630-1631-1632-1633-1634-1635-1636-1637-1638-1639-1640-1641-1642-1643-1644-1645-1646-1647-1648-1649-1650-1651-1652-1653-1654-1655-1656-1657-1658-1659-1660-1661-1662-1663-1664-1665-1666-1667-1668-1669-1670-1671-1672-1673-1674-1675-1676-1677-1678-1679-1680-1681-1682-1683-1684-1685-1686-1687-1688-1689-1690-1691-1692-1693-1694-1695-1696-1697-1698-1699-1700-1701-1702-1703-



THIS PAGE IS

Dist: H.Q. U.S.A.H.S.A.F.

SORTIE REPORT  
(Part A.)

R.A.F. Form 441 A.

Sheet No. <i>2</i>	Oprep. Ref. No.	Date. <i>24</i>	Squadron.
Type of Aircraft. <i>B.24D.</i>	Aircraft No. <i>5</i>	Aircraft Letter. <i>D</i>	Captain <i>2nd Lt. H.C. Appold</i> <i>2nd Lt. G.H. Gerry</i> Crew. <i>2nd Lt. D.C. Odell</i> <i>2nd Lt. T.P. Deffner</i> <i>Pvt. C.H. Anderson</i> <i>Pvt. Wolpert</i> <i>Pft. H. Christenson</i> <i>E. Yakomovlov</i>
Time Up. <i>19:40</i>	<i>Lydda</i>	<i>19:40</i>	
Time Down.		<i>04:15</i>	
Total Time.	<i>8 hrs 33"</i>		
Aerodrome or L.G. <i>Lydda</i>			

Type of Cloud. <i>Stratus - cumulus</i>	Map or Chart
Amount of Cloud. <i>8/10</i>	Reference. <i>T/1</i>
Base of Cloud. <i>7500'</i>	
Visibility. <i>Hazy</i>	
General Weather. <i>Good</i>	

Task or Duty. *Tobruk 5X1000 G.P. 10:00*  
*T.D. fuel*

Time	Height.	Place.	Narrative.
<i>11:45</i>	<i>71000</i>	<i>T</i>	<i>Tray out unsuccessful - ship R/C</i> <i>observed. testing guns.</i> <i>Flashes of A/A &amp; bomb flash.</i> <i>observed 20 mile off shore.</i> <i>Coast approached from E to W</i> <i>North of Tobruk. A/c circled dropping</i> <i>in attitude to better visibility</i> <i>and made run West to East -</i> <i>bombs did not release and</i> <i>second run made aimed at</i> <i>A/A along North Shore. Bombs</i> <i>released and flashes observed</i> <i>now heavy A/A concentration.</i> <i>A/A + Heavy Medium A/A</i> <i>at this ship accurate for range</i> <i>+ height.</i> <i>Searchlight - None observed.</i>
<i>06:45</i>	<i>7000'</i>	<i>T</i>	

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 34.

2912/PNEJ-2.0.000-2/2

P.T.O.

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# **SORTIE REPORT** **(Part A)**

H.A.P. Form 441 A.

Sheet No. 7	Oprep. Ref. No.	Date. 24.8.42	Squadron. Hal
Type of Aircraft. B. 24D.	Aircraft No. 14	Captain Lt. W. Clark Lt. J.B. Clayton Crew. Lt. R.W. Helms Sgt. J. Cook Sgt. C. Barnes Cpl. J. Hapli Sgt. Knox, G.L.	
Aircraft Letter.	Time Up. 1930 19:37	Aerodrome or L.G. Lydda	
	Time Down. 03:20		
Total Time. 7.30			

Type of Cloud. Scattered Cumulus	Map or Chart Reference.
Amount of Cloud. 5/10 - 7/10	
Base of Cloud. 2000	
Visibility. 1/2 mi	
General Weather. Good	

Task or Duty. To: H. Shipping and Track Area 5X1000 E. P. 10/12

Time	Height.	Place.	Narrative.
23:50	20,000	Target	<p>From 10 to target nothing was seen from the report.</p> <p>Position released in Area (To: J. internal) on a run from NW to SE, Amidst the Area N13 - Did not see any reports seeing two explosions in this area. No fires were observed.</p> <p>A/A accurate and heavy as far as this type was concerned - one burst coming very close to the type - One heavy battery located via 18L 5/4: approx 15 lights were counted.</p> <p>E/A. None seen at any time.</p> <p><i>W. Smith Capt. A.A. 12</i></p>

PART B (on reverse) to be completed according to relevant pro-forms in H.Q. R.A.F. M.E. Instruction 34.

2942/PMEJ - 200,000 - 3/42

P.T.O.



**SORTIE REPORT**  
(Part A.)

Sheet No. 6	Oprep. Ref. No.	Date. 24.8.42	Squadron. Hal
Type of Aircraft. B.24D.		Captain Lt. M.T. Mooty Lt. J.L. Yelvington	
Aircraft No. 24		Crew. Lt. M.C. Hutt Sgt. R.T. Barnes Cpl. J.W. Kinnane Cpl. A.O. Osterhaus Cpl. E.C. Parr Sgt. B.L. Eagon	
Aircraft Letter. W			
Time Up. 19:30 19:49			
Time Down. 3:30			
Total Time. 7-11		Aerodrome or L.G. 12. 21. 12	
Type of Cloud. scattered below 5000ft		Map or Chart	
Amount of Cloud. 6/1011		Reference.	
Base of Cloud.			
Visibility. 6000		T.1 (1)	
General Weather. 6000			
Task or Duty. Torpedo			5-1249 P T.D. 12

Time	Height.	Place.	Narrative.
0000	2000		<p>made 4 runs trying to find target  made runs SE to NW dropped  bombs in train 70 ft intervals at  765 — no bursts seen — no  results observed.</p> <p>Coming in near runway SE —  probably 15 — Light &amp; accurate  for alt. &amp; fairly accurate for  range. No EA.</p>



H.A. Form 441-A

## H.A. Form 441-A

H.A. Form 441-AH.A. Form 441-A

H.A. Form 441-A

H.A. Form 441-A

H.A. Form 441-A

H.A. Form 441-A



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SORTIE REPORT  
(Part A)

R.A.F. Form 411 A

Sheet No. <i>5</i>	Opren. Ref. No.	Date. <i>21.8.42</i>	Squadron. <i>Hal</i>
Type of Aircraft. <i>B. 2b.</i>	Aircraft No. <i>3</i>	Aircraft Letter.	Captain <i>Lt. M.R. Walsh</i> <i>Lt. M. Tansequah</i> Crew <i>Lt. A.L. Schwanebeck</i> <i>B. Sgt. B.E. Witham</i> <i>Col. R.F. Kramer</i> <i>Col. F.W. Mahboub</i> <i>S. Sgt. C.B. Payne</i>
Time Up. <i>1935 19:40</i>	Time Down. <i>03:40</i>	Total Time.	Aerodrome or L.G. <i>Hal</i>

Type of Cloud. <i>Stratus</i>	Map or Chart Reference.
Amount of Cloud. <i>100% over target</i>	
Base of Cloud. <i>3500</i>	
Visibility. <i>Four</i>	
General Weather. <i>Good</i>	

Task or Duty. <i>Target Practice</i>	<i>5810-8 P.D.12</i>
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Time	Height	Place	Narrative
<i>0003</i>	<i>21,000</i>	<i>Target</i>	<i>Nothing seen at 21,000 ft. to target</i>
<i>0013</i>	<i>21,000</i>	<i>Target</i>	<i>High obscuring target - visibility very poor</i>
			<i>Run in from N.E.S. - Bombs released in time (750 ft interval) No result was noted - after descent target on large ground was visible. Apparently the distance light beam from target plane to enemy aircraft target</i>
			<i>As far as possible from the formation</i>
			<i>Sp - time over</i>
			<i>Sp - time over</i>
			<i>Return to ground</i>

PART B (on reverse) to be completed according to relevant pro-forma in H.Q. R.A.F. M.E. Instruction 31, 2012/PNEJ-210,600-2/42

Part O



SORTIE REPORT  
(Part A)

Sheet No. 1	Oprep. Ref. No.	Date 21.8.12	Squadron Hal
Type of Aircraft: B. 21D	Aircraft No. 22	Aircraft Letter.	Major H.G. Sanders A. KALBERK Captain Lt. A.E.O. Munsell Crew: Capt. F.B. Range Sgt. J.J. Solen Sgt. H.E. Vasquez Col. T.E. McGlynn Sgt. J.S. Domino
Time Up: 19.48	Time Down:	Total Time: 8.33	Aerodrome or L.G. 1404
Type of Cloud: low scattered	Amount of Cloud:	Base of Cloud:	Map or Chart Reference: 11. (5)
Visibility: 8.0 miles	General Weather: light rain		

## Task or Duty

Time	Height	Place	Narrative
11.45	21,000		Initial climb to 21,000 ft. at 11.45. Altitude maintained until 12.00. Fuel consumption 100 lbs per hour. Engine temperature normal. No E/A.
12.00	23,000	Target	Altitude increased to 23,000 ft. at 12.00. Fuel consumption 100 lbs per hour. Engine temperature normal. No E/A.
12.15	21,000		Altitude decreased to 21,000 ft. at 12.15. Fuel consumption 100 lbs per hour. Engine temperature normal. No E/A.
12.57	7,000		Altitude decreased to 7,000 ft. at 12.57. Fuel consumption 100 lbs per hour. Engine temperature normal. No E/A.
13.00			Altitude decreased to 7,000 ft. at 13.00. Fuel consumption 100 lbs per hour. Engine temperature normal. No E/A.

PART B (on reverse) to be completed according to relevant pro-forma in HQ. R.A.F. M.E. Instruction 34.

2912/PNEJ-230,000-2/2

P.T.O.



